

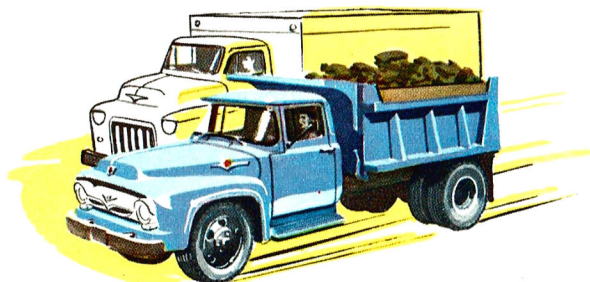
# '56 Ford Triple Economy Trucks

**New Power! New Styling!  
New Lifeguard Design!**



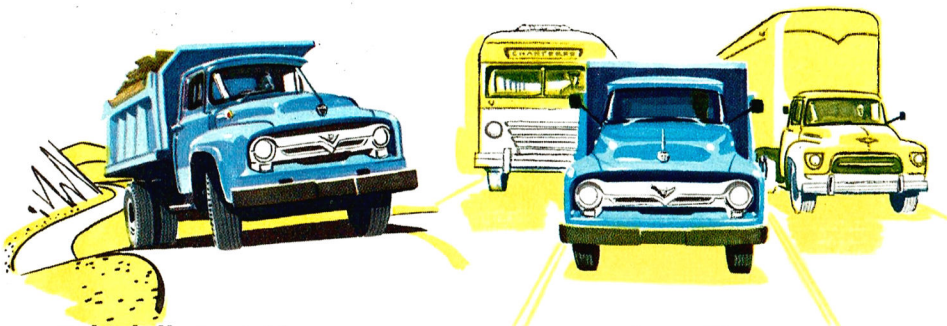


**NOW!**  
**Superior**  
**SHORT**  
**STROKE**  
 power to ...



### Get rolling faster

with heavy loads . . . cruise easily  
 at sustained highway speeds!



### Take hills in stride

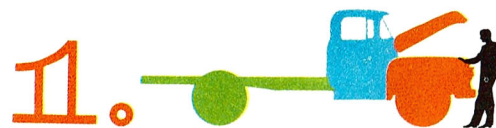
. . . with less shifting, less  
 "slow down," less engine effort!

### Step out in traffic

. . . pass with greater safety,  
 save time every mile of the way!

**More horsepower per dollar** than any other truck line! Power to move *more* load in *less* time—at the lowest possible cost! You save, too, with exclusive *Driverized* comfort that cuts driving strain and fatigue . . . and with all-time-high payload capacities that let you haul more load on every trip. *Three-way* savings . . . yours *only* in

## '56 Ford Triple Economy Trucks!



**LOOK UNDER THE HOOD!**

## Save with new fast-moving **POWER!**

Here's new, low-cost power to move heavy loads *fast* . . . make light of tough pulls . . . help you get more work done! *More horsepower per dollar than any other truck line!*

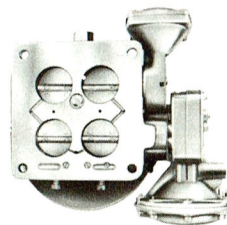
Ford, with more than 4 years and 5 billion miles of Short Stroke engine experience, now brings you *Superior SHORT STROKE* engines—the most efficient line of truck engines ever produced!

You get up to 26% more power to cut job time—plus new long-life economy to cut operating costs. With new highs in compression, new 12-volt ignition, new heavy-duty refinements . . . these remarkable performers offer a combination of superiorities available nowhere else!

## NOW – 8 Superior **SHORT STROKE** Engines

More than ever, too, you can tailor your truck's power to the exact requirements of your job. Choose from 8 great engines, 133 to 200 horsepower. Every one delivers the extra performance, extra gas mileage and extra life that come only from *Superior SHORT STROKE* design!

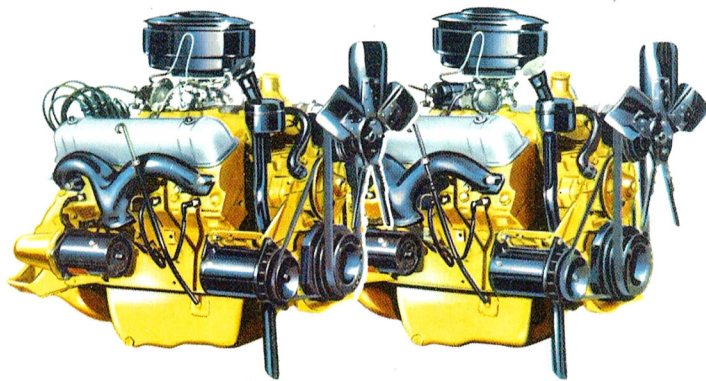
**New 4-barrel carburetor** of "Special" Y-8's boosts power output *right* when it's needed. Pays off in faster acceleration, extra pull for hills, safer passing. Second 2 barrels come in only when extra power is required, for maximum operating economy.



**Exclusive, new hood air scoop** and complete dual exhaust system give still easier engine breathing, higher performance! Air scoop can be opened and closed from cab. Included on all F and T models with Cargo King and Torque King Special Y-8's.







## 2 NEW TORQUE KING Y-8's—UP TO 200 HP!

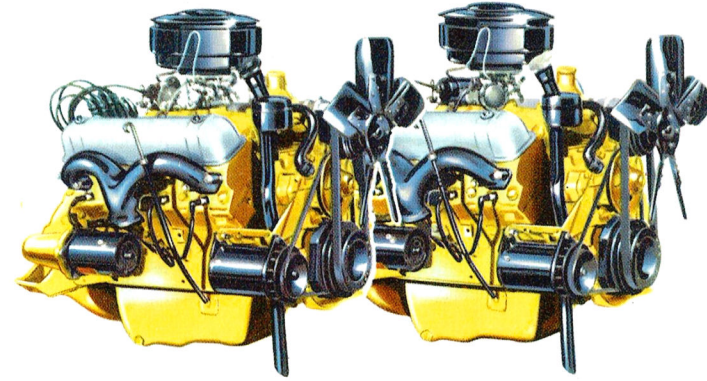
**Superior Short Stroke design!** Mightiest engines in Ford Truck history! Power to move giant loads faster, at lower ton-mile cost! Built to keep "new engine" efficiency at its peak! Bore: 3.80 in.; Stroke: 3.66 in.; Displacement: 332 cu. in.

### TORQUE KING Y-8

**Horsepower**—190 at 3800 rpm  
(governed speed)  
**Torque**—306 lbs.-ft. at  
2000-2600 rpm  
**Compression Ratio**—7.5 to 1  
**Carburetor**—Dual Concentric  
Downdraft

### TORQUE KING SPECIAL Y-8\*

**Horsepower**—200 at 3800 rpm  
(governed speed)  
**Torque**—316 lbs.-ft. at  
2100-2700 rpm  
**Compression Ratio**—7.5 to 1  
**Carburetor**—4-Barrel  
Concentric Downdraft



## 2 NEW CARGO KING Y-8's—UP TO 186 HP!

**Superior Short Stroke design!** Modern high-performance engines that cut job time, put more profit in trucking! A host of engineering refinements for still longer life, lower upkeep costs! Bore: 3.62 in.; Stroke: 3.66 in.; Displacement: 302 cu. in.

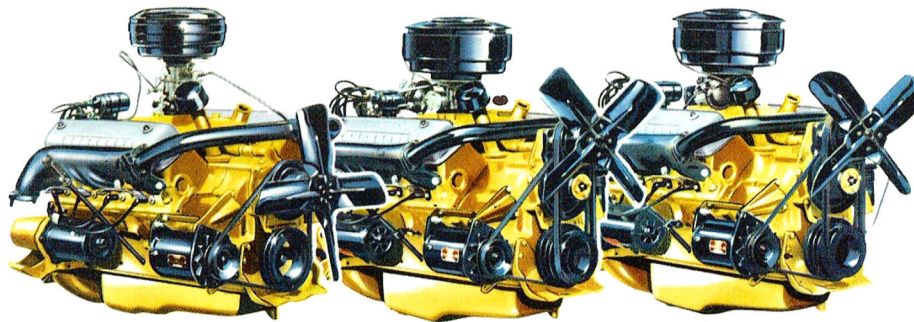
### CARGO KING Y-8

**Horsepower**—175 at 3800 rpm  
(governed speed)  
**Torque**—279 lbs.-ft. at  
2000-2600 rpm  
**Compression Ratio**—7.5 to 1  
**Carburetor**—Dual Concentric  
Downdraft

### CARGO KING SPECIAL Y-8\*

**Horsepower**—186 at 3800 rpm  
(governed speed)  
**Torque**—286 lbs.-ft. at  
2100-2700 rpm  
**Compression Ratio**—7.5 to 1  
**Carburetor**—4-Barrel  
Concentric Downdraft

*\*Includes hood air scoop  
and dual exhaust system  
(Cab Forward models,  
dual exhaust only).*



## 3 NEW POWER KING Y-8's—UP TO 168 HP!

**Superior Short Stroke design!** Up to 26% more power—plus new efficiency and durability! Heavy Duty engines have combination of features never before offered in the "2-ton" truck class! Bore: 3.62 in.; Stroke: 3.30 in.; Displacement: 272 cu. in.

### POWER KING Y-8

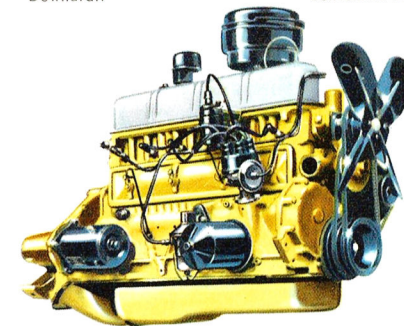
**Horsepower**—167 at 4400 rpm  
**Torque**—260 lbs.-ft. at  
2100-2600 rpm  
**Compression Ratio**—7.8 to 1  
**Carburetor**—Dual Downdraft

### HEAVY DUTY POWER KING Y-8

**Horsepower**—158 at 3800 rpm  
(governed speed)  
**Torque**—247 lbs.-ft. at  
2000-2800 rpm  
**Compression Ratio**—7.6 to 1  
**Carburetor**—Dual Concentric  
Downdraft

### HD POWER KING SPECIAL Y-8

**Horsepower**—168 at 3800 rpm  
(governed speed)  
**Torque**—259 lbs.-ft. at  
2100-2900 rpm  
**Compression Ratio**—7.6 to 1  
**Carburetor**—4-Barrel  
Concentric Downdraft



## NEW 133-HP COST CUTTER SIX!

**Superior Short Stroke design!** The most powerful . . . and the most *efficient* . . . Six in its class! New freer breathing and stepped-up compression for even more responsive, gas-saving power. Bore: 3.62 in.; Stroke: 3.60 in.; Displacement 223 cu. in.

**Horsepower**—133 at 4000 rpm  
**Torque**—202 lbs.-ft. at 1600-2600 rpm

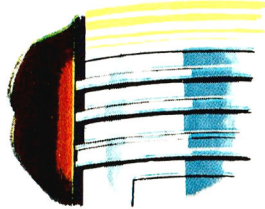
**Compression Ratio**—7.8 to 1  
**Carburetor**—Downdraft



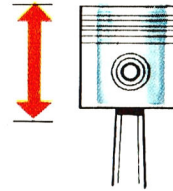
# Ford's proven Short Stroke engine design saves gas, saves wear, stretches engine life! Here's why:



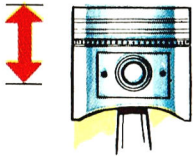
**1** In any truck engine, power is produced when a fuel-and-air mixture is ignited above each piston.



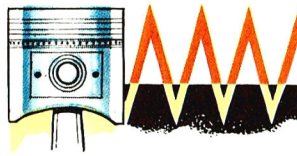
**2** But all of the power isn't turned into work. Much is lost to the friction of constant "ring rub."



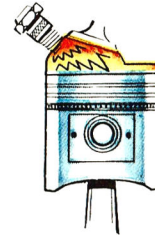
**3** The longer the stroke (distance the pistons travel up and down), the more friction loss there is.



**4** Ford's Short Stroke design greatly reduces internal engine friction by shortening piston travel.



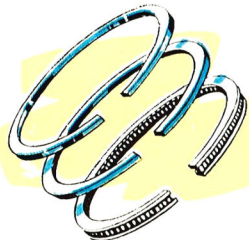
**5** In a year's driving of 15,000 miles, Ford engines save up to 2,243 miles of travel per piston!



**6** More of the engine's power is put to work to move your load, because less is lost to friction.



**7** With less power waste, gas mileage goes UP. You save money every mile your truck is on the road.



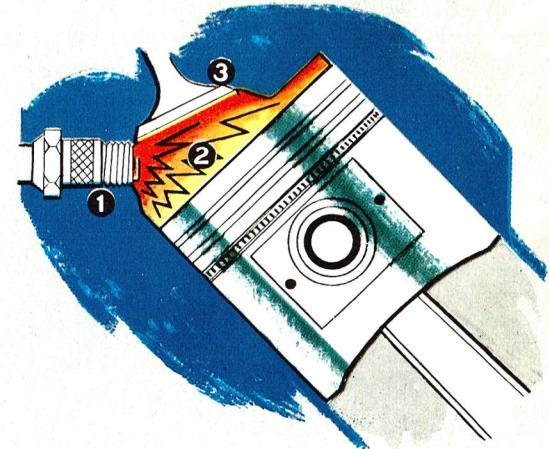
**8** Friction wear is cut, parts last longer—rings, for example, up to 44% longer!

Short Stroke design saves gas, saves wear, saves repairs. Your engine costs less to run and less to maintain. It lasts longer, gives you a greater return from your truck investment. And, because your truck has the most modern kind of power available, it will hold its value better . . . bring you more on resale or trade-in!

Now, for '56:

**Superior SHORT STROKE engines!**  
**New higher-compression power!**  
**New sustained efficiency!**

Now, from Ford, comes the first great advancement of Short Stroke power! New *efficiency* features to get more power from a gallon of gas than any truck engines ever have before! New *durability* features to *keep* that efficiency at its peak and give you many more miles of "new engine" performance!



- 1 NEW** 12-volt ignition system gives more positive, efficient combustion at higher speeds . . . quicker starts . . . greater electrical capacity!
- 2 NEW** record-high compression wrings extra power from fuel, puts more miles in every gallon of regular gas!
- 3 NEW** easy breathing, with larger intake passages and improved high-turbulence combustion chambers, steps up engine performance and efficiency!



# Look to Ford for EXTRA VALUE! Try to match this array of superior durability features anywhere in the popular truck field!

**FUEL SAVINGS**—New carburetor metering system results in better fuel atomization, greater fuel economy throughout the entire speed range.

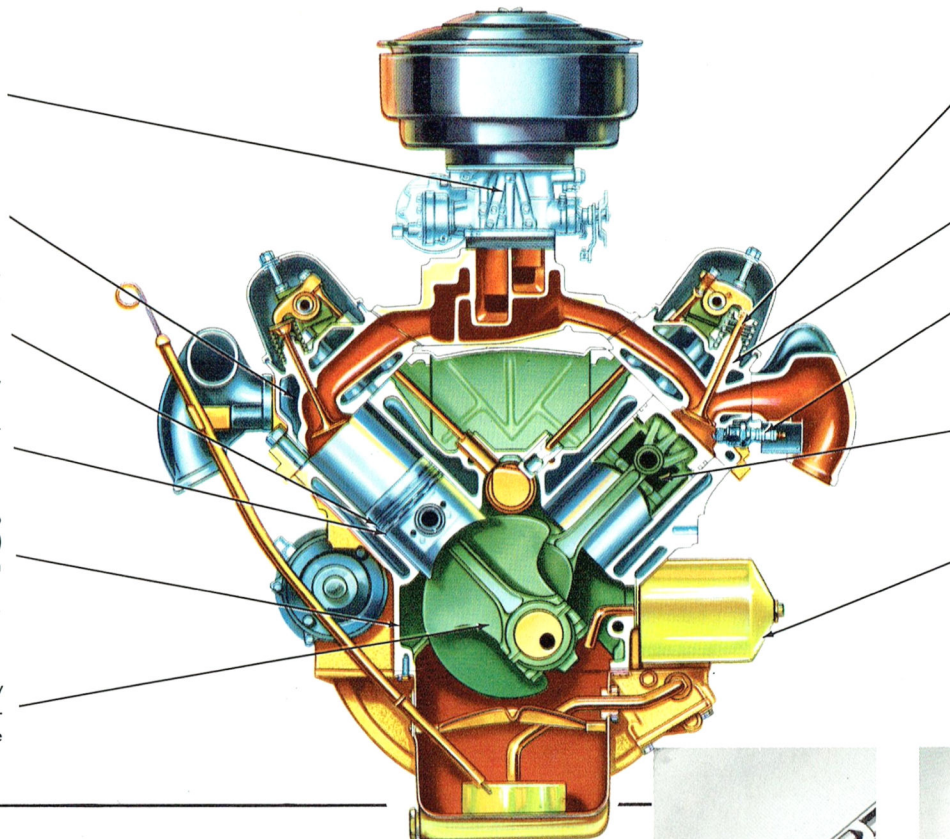
**IMPROVED COOLING**—New free flow of water in cylinder heads provides more uniform cooling, added engine protection.

**SEALED-IN COMPRESSION**—Top piston ring is plated with long-wearing chrome which adapts itself to cylinder walls for tighter seal. Extends life of all rings!

**BETTER OIL ECONOMY**—Dual oil rings (new chromed, triple-seal ring on Cost Cutter Six and all Power King Y-8's) give greater oil control, cut oil consumption.

**EXTRA STRENGTH**—New, more rigid, deep Y-block construction (I-block on Cost Cutter Six) gives Ford engines the highest structural strength of any engine line! Main bearings get full 240° support (instead of usual 180°), resulting in longer bearing life, smoother engine performance.

**ADDED SMOOTHNESS**—All engines are now equipped with a rubber-floated crankshaft vibration damper. A quality feature found only on the biggest engines of most trucks!



**LONGER-LASTING VALVES**—All valves—intake and exhaust—are self-cleaning, free-turn type. They seat better, eliminate "hot spots," resist pitting and burning.

**COOLER VALVES**—Integral valve guides transfer heat to coolant faster than commonly used pressed-in guides. Result: up to 50% longer valve life, lower maintenance costs!

**ANTI-FOULING** 18mm. spark plugs—a Ford first—resist fouling up to 3 times longer than ordinary 14mm. plugs, prolong peak engine efficiency. New long-life electrodes!

**BETTER PERFORMANCE**—Steel struts in auto-thermic pistons control expansion for precise fit. New, thicker piston skirts and heads provide added durability for severe conditions.

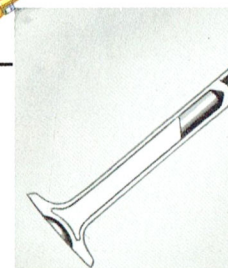
**REDUCED WEAR**—Full-flow oil filter cleans every drop of oil before it reaches vital engine parts. Up to 66% more effective in reducing wear than ordinary part-time filters!

**NOTE:** Above heavy-duty features apply to ALL Ford engines, Y-8 and Six. Torque King Y-8 illustrated.

## NEW HEAVY-DUTY ENGINEERING\*

The roughest, toughest jobs in trucking call for Ford Heavy Duty engines! These engines are equipped to take punishing, 'round-the-clock service—and to come back for more, day after day! Heavy Duty engines feature: *Stress-relieved cylinder heads* that resist tendency to distort under heat . . . provide

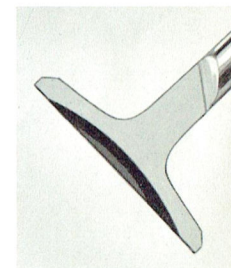
tighter-closing valves, longer valve and gasket life. *Tungsten-cobalt exhaust valve facing* that defies heat and erosion, gives much greater mileage before regrinding. *Heavy-duty copper-lead bearings*, both main and connecting rod, that are specially engineered for extra-long life in hard service.



**Sodium-cooled exhaust valves\*** run up to 225° cooler than solid-stem valves and last far longer.



**Solid tungsten-cobalt-alloy** exhaust valve seat inserts\* are all but impervious to heat and wear!



**Self-sealing intake valves\*** conform to their seats under extreme heat conditions, stay on the job!

\*Standard in Heavy Duty Power King Y-8, HD Power King Special Y-8 and ALL Cargo King and Torque King Y-8's.



LOOK IN THE CAB!



## COLORS

Your choice of Vermilion, Diamond Blue, Nocturne Blue, Meadowmist Green, Platinum Gray, Goldenrod Yellow, Meadow Green and Raven Black. Attractive two-tone combinations—Colonial White on roof and upper back panel, plus any of above colors—are available on Custom Cab.

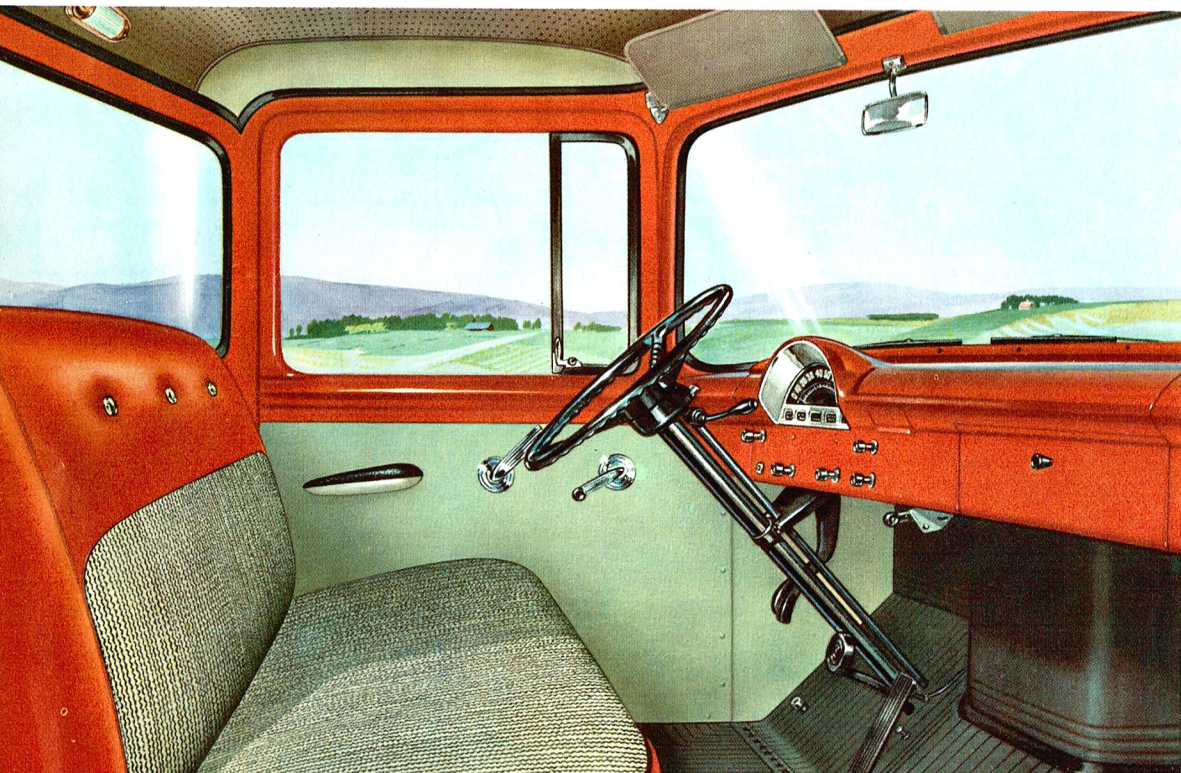
## Save with Driverized COMFORT!

Here's THE cab scientifically designed around the driver to make every driving operation simpler and easier. Its car-like comfort cuts fatigue, helps you get more done with less effort. It gives you new Lifeguard protection. And only Ford has it!

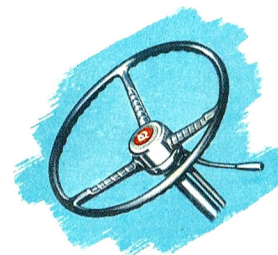
Whatever you want in a truck cab, you'll find it in fuller measure in Ford's '56 *Driverized Cab* than in any other cab built today. Car-like comfort for more relaxed driving . . . unmatched ease of entry . . . top all-around

visibility . . . convenient, easy-to-use driving controls . . . new "Leadership Look" styling—they're all yours. Plus the extra protection that only Ford's exclusive new Lifeguard features are designed to give you!

Custom Cab with color-keyed red trim combination.



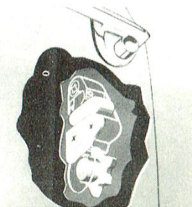
## Exclusive new Lifeguard design!



**Lifeguard Steering Wheel** brings new security to truck driving. Exclusive deep-center design gives added protection against contact with the steering column in case of accident. With this and other new protective features, Ford answers a very real need of today's driver—and again points the way for the entire truck industry!

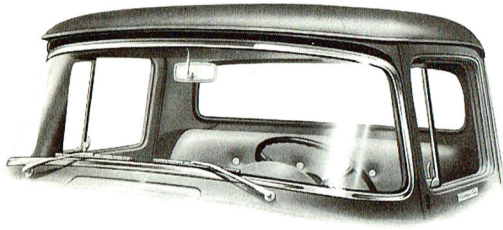
**New Lifeguard Door Latches** have exclusive double grip. They're designed to provide extra protection against doors springing open in an accident.

**New Lifeguard Seat Belts** help hold you securely in your seat . . . and greatly reduce the possibility of serious injury in an accident. They're available for both driver and helper at moderate extra cost.



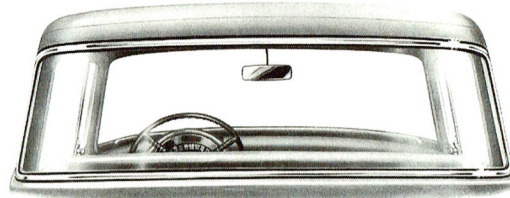


## Visibility Unlimited!



**New full-wrap windshield** . . . almost 1,000 square inches BIG, affords a commanding view of road and traffic. You gain a new feeling of confidence at the wheel that markedly relieves the strain of driving. Wide-set posts and deep side windows further add to "wide-open" visibility. Note smart windshield visor—a distinctive trademark of Ford's "Leadership Look" styling.

**New full-wrap rear window** gives Ford one of the largest all-around vision areas in any truck! Over 823 square inches in size, it's available for every cab and includes bright metal moldings around *all* windows. Even the *standard* rear window is more than 4 feet wide . . . up to 1½ feet wider than standard windows of other makes!

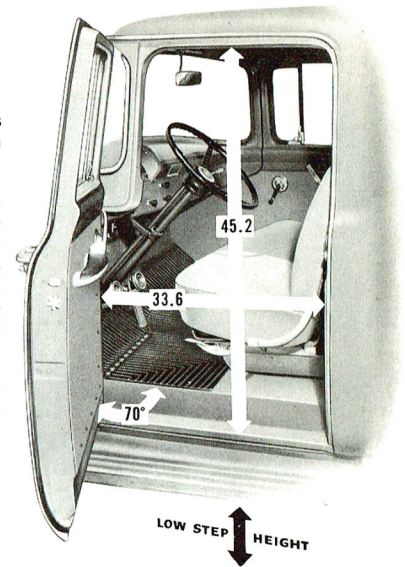


## Real ease of entry!

**Ford's roomy, 3-man cab** is the easiest of all cabs to get in and out of!

Big doors, almost a yard wide, let the huskiest man step inside without a squeeze. What's more, doors open a full 70°, as much as 25° wider than other trucks! And there's ample room between the seat and the door post to swing your feet through.

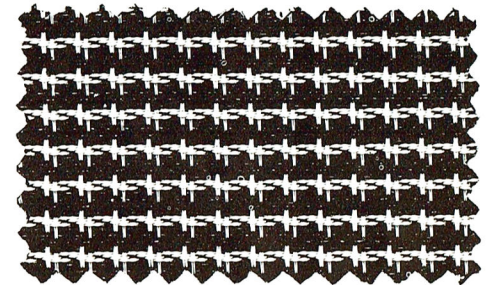
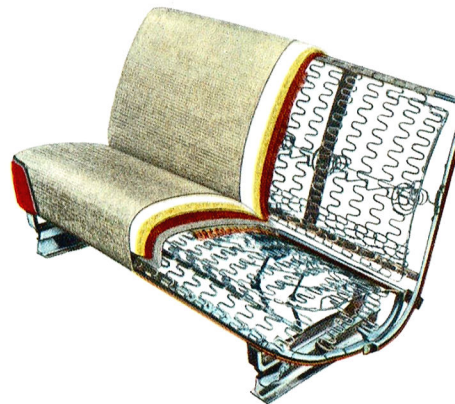
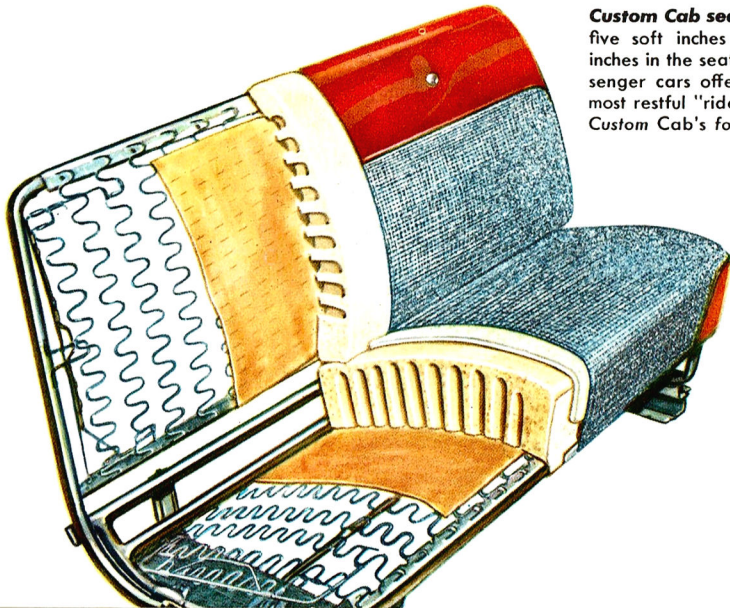
For one of the most important driver-savers of all, check Ford's low step height. Instead of moving the running board up inside the door, Ford keeps it low . . . an easy intermediate step from ground to cab.



## Roomy, deep-seated comfort!

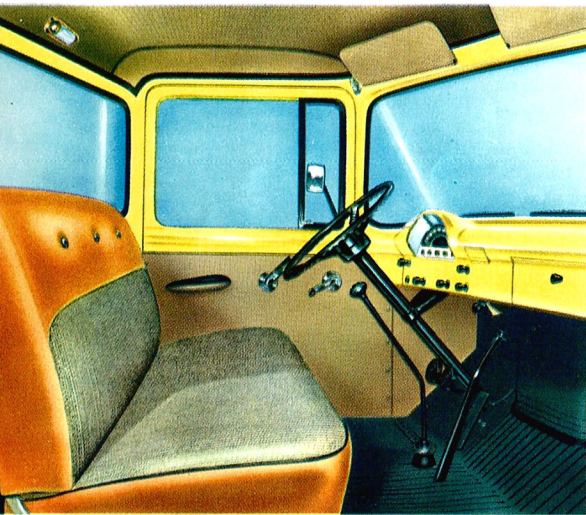
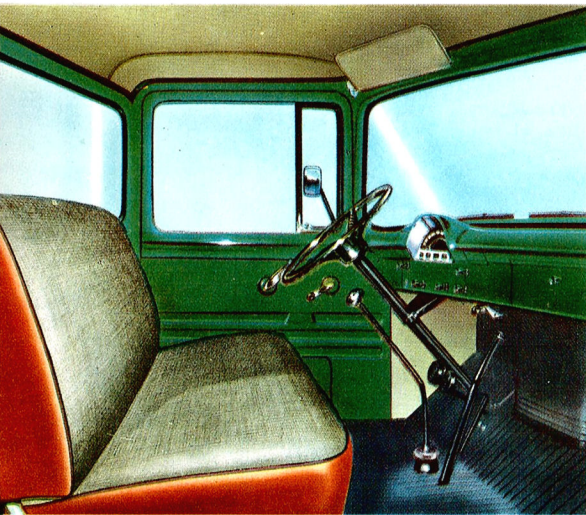
**Custom Cab seat is full foam rubber**—five soft inches deep in the seat, three inches in the seat back. Even the finest passenger cars offer nothing like this! It's the most restful "ride" in any truck! One of the Custom Cab's fourteen luxury features.

**Standard Cab seat** has exclusive shock snubbers that absorb jounce, smooth out the ride . . . plus non-sag springs and generous padding. Seat-back angle of *both* seats adjusts independently for most comfortable back support.



**Free-breathing woven plastic upholstery** stays cool in hot weather, won't stick to your body. Long-wearing and easy to clean, it's another feature Ford introduced to the truck field! Standard Cab upholstery is gray plaid pattern with red vinyl facings. Custom Cab has black and white chain-stripe upholstery with rich-looking vinyl bolster and facings. Bolster and facings are color-keyed, red or copper-tone, to harmonize with exterior finish.





Color-keyed coppertone trim combination.

**Big, roomy, built to last . . . it has features that aren't available in other cabs at any price! But it's standard with Ford!**

## Standard Driverized Cab

1. Cool, free-breathing woven plastic upholstery on 3-man-wide comfort seat.
2. Unlimited visibility in all directions—front, sides and rear.
3. Exclusive seat shock snubbers.
4. Independent seat and seat back adjustment.
5. New high-dial instrument panel with shielded, indirectly lighted instrument cluster.
6. Push-button door handles, Lifeguard door latches, double-wall safety doors.
7. Lifeguard steering wheel with exclusive deep-center design.
8. King-size door openings.
9. Complete weather sealing.
10. "Direct-line" accelerator linkage.
11. Wide-swing, adjustable gooseneck door hinges.
12. Modern level-action cab suspension, pioneered by Ford.
13. Air Wing vents and full-scoop cowl ventilator.
14. Left-hand sun visor, rear view mirror, ash receptacle, dispatch box, right door key lock.

**World's greatest value in cab comfort, convenience and luxury! 14 "customized" extras added to standard features at low extra cost!**

## Custom Driverized Cab

### INTERIOR

1. Color-keyed, two-tone upholstery with bolster on seat back.
2. Full foam-rubber cushioning—5-in. deep seat and 3-in. deep seat back.
3. Complete customized door trim and hardware.
4. Perforated thermacoustic headlining backed by 1-in. glass-wool insulation.
5. Sound deadener on floor and rear cab panels (standard on doors).

6. Grip-type arm rest on left door.
7. Large dome light with manual switch.
8. Two adjustable sun visors.
9. Illuminated cigar lighter.
10. Glass-fibre insulation on forward cab wall.

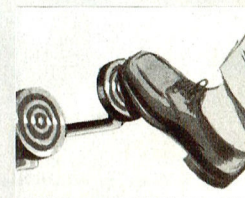
### EXTERIOR

11. Custom cab identification plate.
12. Bright metal grille.
13. Bright-finish reveal molding around windshield.
14. Matched key locks on both doors.

**Plus modern controls for more effortless driving!**



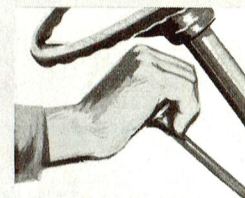
**Power Steering** reduces turning effort as much as 75%, cuts road shock! Standard on some Big Jobs, available on others.



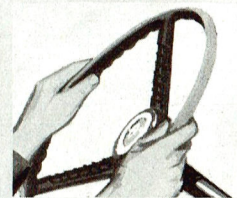
**Power Braking** gives up to 50% easier stops! Standard on all Series 600 and larger models, available on all others.



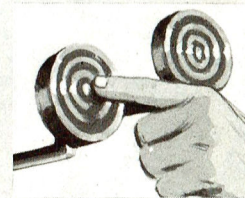
**Fordomatic Drive**—smoothest, most versatile of the automatics—is now available on all light-duty models.



**Main transmissions** are of Synchro-Silent type for greatest shifting ease. Shift pattern is etched on gearshift knob.



**Roll Action steering** gives quick response to wheel, steady handling ease. All Ford Trucks are short-turning, maneuverable.

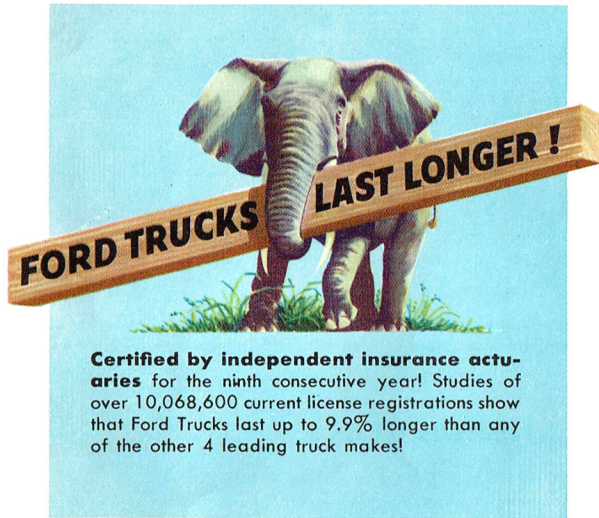
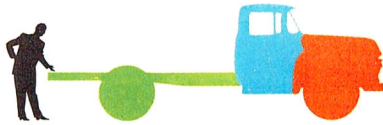


**Gyro-Grip clutch design** uses centrifugal force to multiply plate pressure. Permits unusually low pedal pressure.



# 3.

## LOOK AT THE CHASSIS!



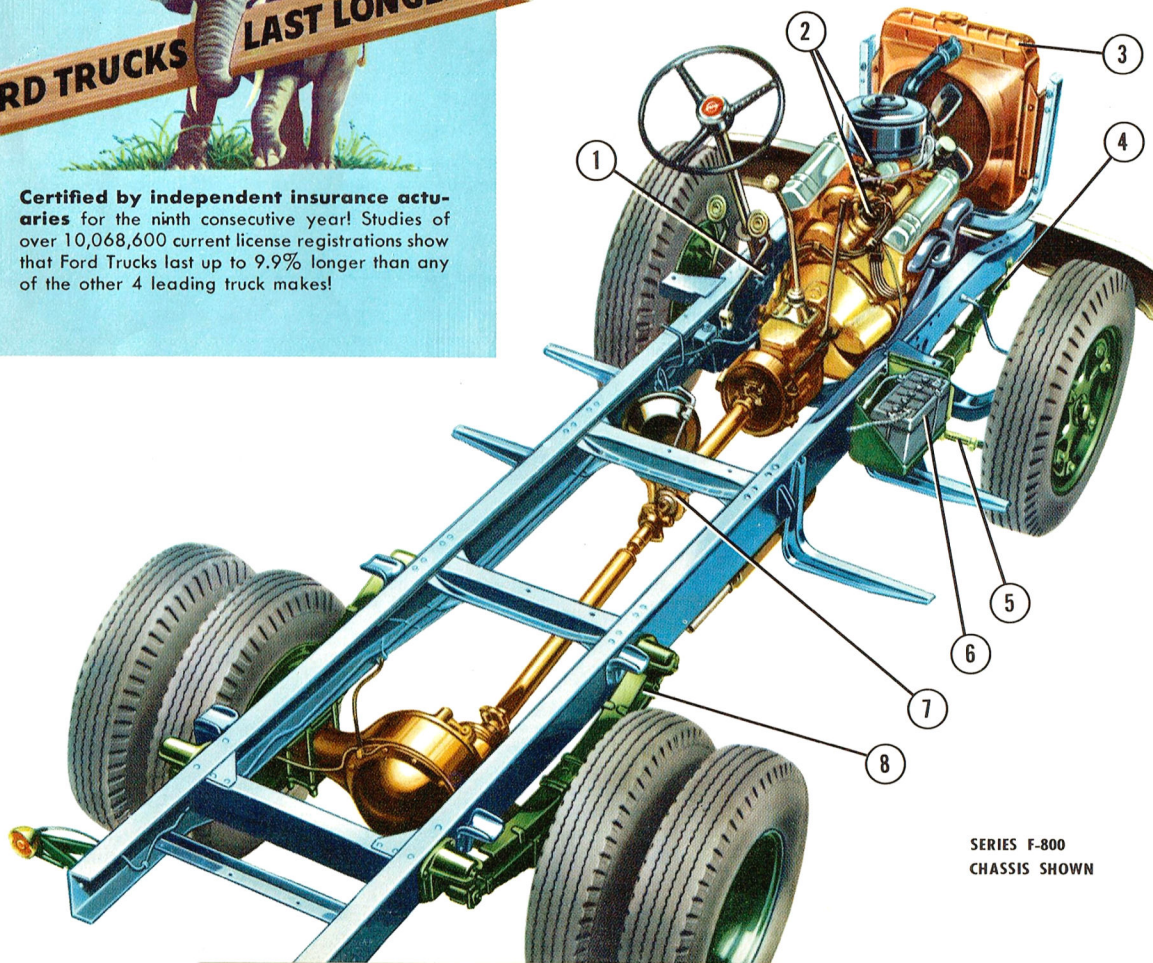
**Certified by independent insurance actuaries** for the ninth consecutive year! Studies of over 10,068,600 current license registrations show that Ford Trucks last up to 9.9% longer than any of the other 4 leading truck makes!

## Save with big new **CAPACITIES!**

New GVW and GCW ratings boost payload capacities to an all-time high! Ford's ability to carry more load starts right from the ground up—with new, higher-capacity **TUBELESS TIRES** on **EVERY** model, another Ford first!

Ford's clean-cut chassis design pares away unwanted dead weight, lets you carry more load on every trip. Yet there's extra toughness where it counts. Ford springs, frames and axles—unit for

unit, among the strongest on *any* trucks—all have the capacity reserve and stamina to *keep* going in hard going. One more reason why Ford Trucks *last longer* than any other leading make!



**1. Smooth, stable steering!** Roll Action steering—simple and rugged in construction—provides quick response, greater steering stability. Low-friction needle and tapered roller bearings for easy turning.

**2. Doubly accurate firing!** Ford's Power Pilot carburetion-ignition system automatically synchronizes spark plug firing to match speed, load and power requirements. Up to *twice* as accurate as other systems, Power Pilot contributes to top performance at all speeds, maximum gas economy.

**3. Extra cooling capacity!** Large, cylindrical top tank of radiator furnishes reserve cooling capacity. Pressure-type cap raises boiling point approximately 12°, permits engine to operate at most efficient temperature, prevents loss of coolant.

**4. Double-wrapped spring eyes!** Stationary eyes of front springs are double-wrapped for added safety and reliability.

**5. Automatic wear take-up!** Tie rod ends and drag link ends are spring-loaded to automatically compensate for wear. Help maintain steering ease and stability.

**6. More electrical capacity!** New 12-volt batteries boost electrical output to provide more positive starting under all weather conditions . . . and greater reserve capacity for lights and other electrical loads. Located away from engine heat for longer life.

**7. Vibration cut by 80%! Pro-** peller shaft center bearing has thick new cushioning of shock-absorbing rubber which cuts vibration transmitted to truck as much as 80%! Result: a much quieter, more enjoyable ride—particularly at higher driving speeds.

**8. Long, easy-action springs!** Wide-span rear springs have low deflection rates for smooth riding under light loads. Carrying capacities, however, are unusually high. Ford springs are noted for their long life in severe service!

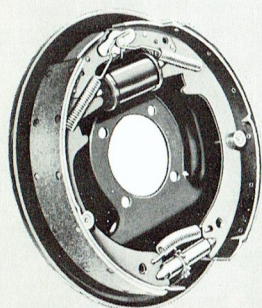
SERIES F-800  
CHASSIS SHOWN

For features of new tubeless tires and other major chassis components, see pages 10 and 11.

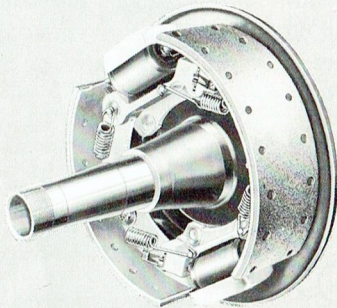


# Chassis components with extra strength . . . extra life!

## KING-SIZE BRAKES WITH UP TO 33% LONGER LINING LIFE!

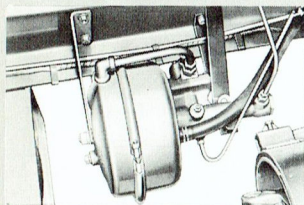


**Self-energizing** type rear brake used on light-duty models. High stopping power with low pedal pressure! Quick braking response!

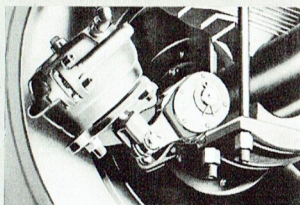


**Double-cylinder** type rear brake, a feature of all Series 500 and larger models. Shoes are self-energizing and self-centering.

New, thicker brake linings on many models extend lining life as much as 33%, cut maintenance costs! For fast, sure stops, all rear brakes have self-energizing action . . . build high braking force within the brake itself to reduce pressure required at the foot pedal. Brakes on all models are large in size and have special easy-servicing features.



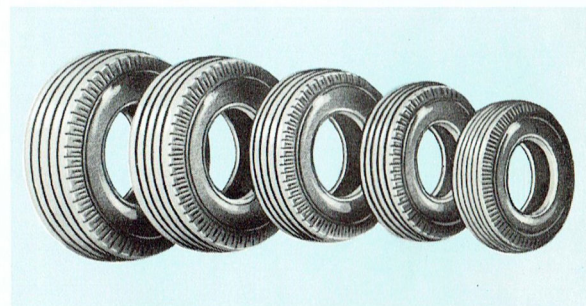
**Vacuum-boosted power braking** is now standard on Series 500 (with Y-8 engine) and larger models, available on all others.



**Full-air brakes** (shown) are available on Series 800 and 900. Air-over-hydraulic brake system available on most Series 750, 800.

## NEW TUBELESS TIRES ON EVERY MODEL!

Ford is first with another "more for your money" feature—new tubeless tires throughout the line! Higher in load-carrying capacity than tube-type tires of comparable size, new tubeless tires run up to 25 degrees cooler and give more miles of service. Their resistance to punctures and blowouts helps ward off tire failures and truck down time. And when repairs are required, they can be made in about *one-fourth* the time needed for tube-type tires!

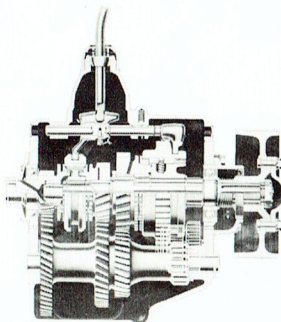


**New tubeless tires**, standard on all '56 Ford Trucks, cover a complete size range . . . from 6.70-15 4-p.r. to 12-22.5 14-p.r.

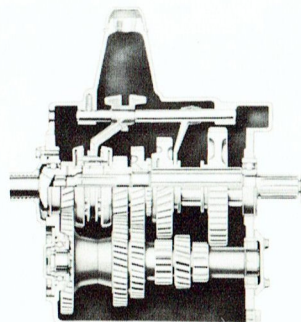
## SYNCHRO-SILENT TYPE TRANSMISSIONS FOR SMOOTHER SHIFTING!

**Smooth, clashless shifting!** All main transmissions have synchronized top gears to provide quick, easy gearshifting—up or down—with less loss of truck momentum, less driver effort.

From a total of 14 transmissions, there's a wide choice for every truck model . . . the right unit for a combination of top performance and top economy on *your* job!



**New 4-speed transmission** (standard on Series F, C, B-500 thru 700, available on light-duty models) is stronger, more durable. Engineered throughout for quiet operation and long life. Synchro-Silent design, with 2nd, 3rd and 4th gears synchronized for easy shifting.

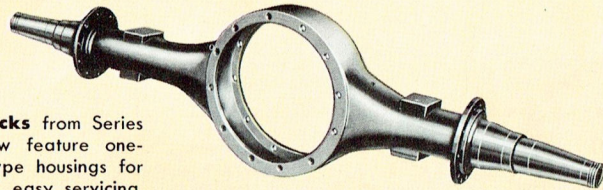


**New 5-speed medium-duty transmissions** are standard on Series 750, available on Series 700. Like all the Ford 5-speed transmissions, offered as both Direct Drive (for maximum performance at lower operating speeds) and Overdrive (for greater operating economy).

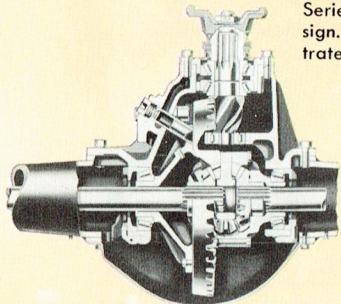


## NEW STRONGER AXLES WITH GREATER CARRYING CAPACITY!

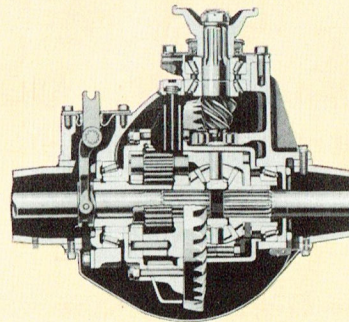
**All Ford Trucks** from Series F-350 up now feature one-piece banjo-type housings for extra strength, easy servicing.



**Single-speed axles** through Series 750 are of hypoid design. Series 800 and 900 (illustrated) are rugged spiral bevel.

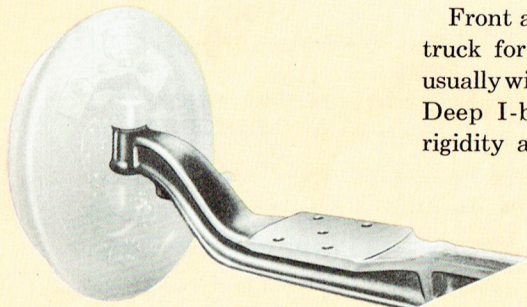


**Electric-shift 2-speed rear axles** have faster, more positive shifting action than the commonly used vacuum shift.



Almost every new Ford Truck offers one or more rear axle improvements for '56—new higher rating, added strength, or new, more economical ratios. Each truck has one of the highest-capacity axles in its class. Broad selection of ratios, too.

Front axles are set well back under the truck for short-turn handling ease. Unusually wide treads promote good stability. Deep I-beam construction gives high rigidity and endurance.

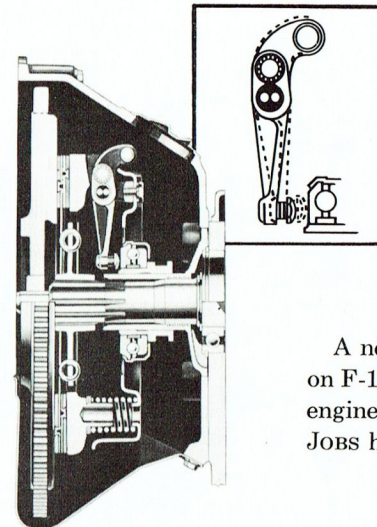


**New, larger front axle** for Series 700 and 750 has increased structural strength, greater ruggedness.

## GYRO-GRIP CLUTCH DESIGN FOR EASIER ACTION!

There's a good reason why Ford Gyro-Grip clutches are noted for their light, easy operation. Their semi-centrifugal design is offered in no other popular truck line!

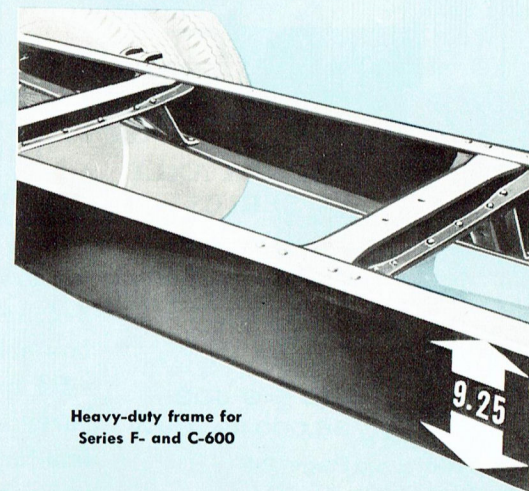
Centrifugal force causes weighted levers (illustrated) to exert stronger pressure on clutch plate as speed increases. This results in stronger engagement and longer clutch life. At the same time, it cuts pressure needed at the pedal.



A new 10½-in. clutch is standard on F-100 and F-250 models with Y-8 engine. The 12-in. clutch on BIG JOBS has new stronger engagement.

## RUGGED DEEP-CHANNEL FRAMES!

Ford's deep-channel frames increase the toughness and stamina of the entire truck! Side rails are parallel their whole length, full 34-in. width at front for easier access to engine. Channel reinforcements on all BIG JOBS give high load-carrying strength without excess weight.



Heavy-duty frame for Series F- and C-600



# Whatever model you choose, you'll get economy... Triple Economy!



## COURIER

SEDAN DELIVERY  
4,600 lbs. GVW  
Page 13



## CONVENTIONAL SERIES

**F-100** PICKUP  
5,000 lbs. GVW  
Page 14

**F-100** PANEL  
5,000 lbs. GVW  
Page 15

**F-250** SERIES  
7,400 lbs. GVW  
Page 16

**F-350** SERIES  
9,800 lbs. GVW  
Page 17

**F-500** SERIES  
15,000 lbs. GVW  
Page 18

**F-600** SERIES  
18,000 lbs. GVW  
Page 19

**F-700** BIG JOB  
21,000 lbs. GVW  
Page 20

**F-750** BIG JOB  
21,000 lbs. GVW  
Page 21

**F-800** BIG JOB  
24,000 lbs. GVW  
Page 22

**F-900** BIG JOB  
29,000 lbs. GVW  
Page 23



## TANDEM AXLE SERIES

**T-700** BIG JOB  
28,000 lbs. GVW  
Page 24

**T-750** BIG JOB  
36,000 lbs. GVW  
Page 24

**T-800** BIG JOB  
42,000 lbs. GVW  
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## CAB FORWARD SERIES

**C-500** SERIES  
15,000 lbs. GVW  
Page 26

**C-600** SERIES  
18,000 lbs. GVW  
Page 26

**C-700** BIG JOB  
21,000 lbs. GVW  
Page 27

**C-750** BIG JOB  
21,000 lbs. GVW  
Page 27

**C-800** BIG JOB  
24,000 lbs. GVW  
Page 28

**C-900** BIG JOB  
29,000 lbs. GVW  
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## PARCEL DELIVERY SERIES

**P-350** SERIES  
8,000 lbs. GVW  
Page 29

**P-500** SERIES  
15,000 lbs. GVW  
Page 30

**P-600** SERIES  
17,000 lbs. GVW  
Page 30



**SCHOOL BUS  
SERIES**  
13,000 lbs. thru  
21,000 lbs. GVW  
Page 31

**FORD TRUCK  
ACCESSORIES**  
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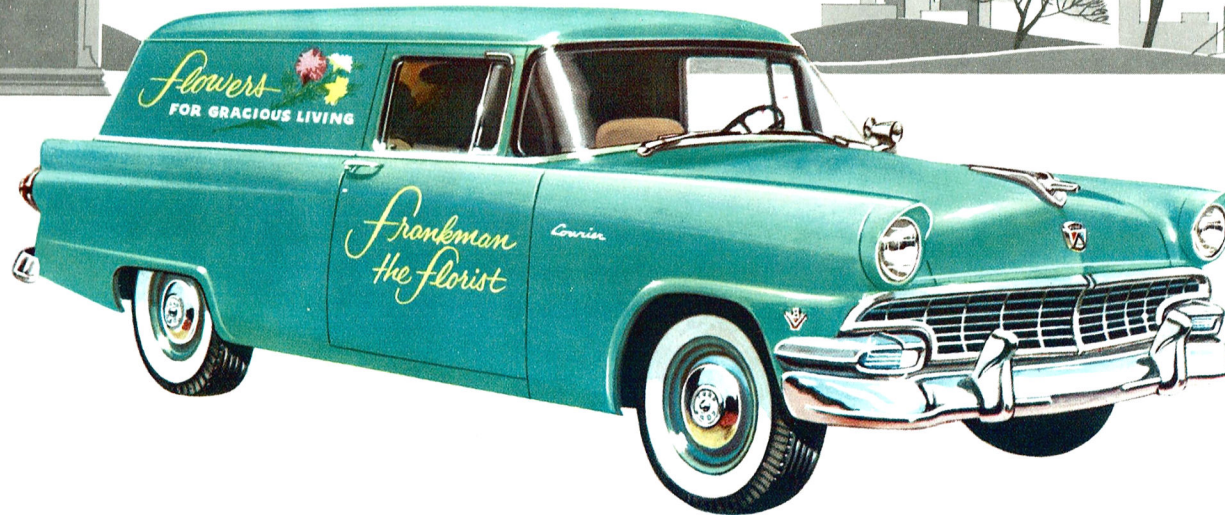
**FULL-LINE  
SPECIFICATIONS**  
Pages 34, 35



# Courier Custom Delivery

Max. Gross Vehicle Weight: 4,600 lbs.

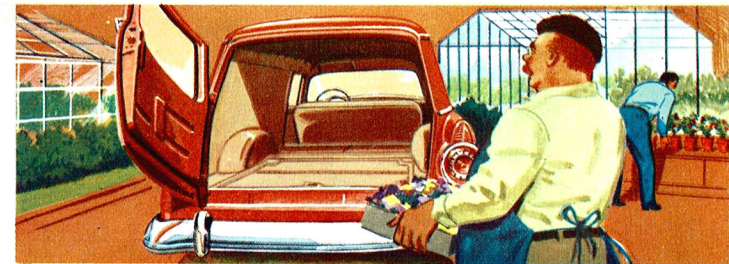
Wheelbase: 115.5 inches



## The Perfect Combination of Distinction *and* Utility!

America's most *distinctive* Sedan Delivery . . . and the most efficient, worker! Time-saving power *plus* money-saving economy from new 173-h.p. Ford Y-8 (176 h.p. with *Fordomatic*) or new 137-h.p. Ford I-6. Smoothest ride and easiest handling of *any* delivery vehicle. Lifeguard steering wheel and Lifeguard side-door latches for greater driving safety. Full-width seat available\* for "family" use. Your choice of three great drives, including *Fordomatic*\* and Overdrive\*. Ten appealing body colors. A symbol of success for *any* business!

\*Available at extra cost.



**FRAGILE LOADS RIDE IN EASE!** Full interior lining looks smarter, protects your merchandise. Cargo area is 6½ ft. long, over 5 ft. wide—102 cu. ft. in all, plus space beside driver. Side-hinged door is almost body-wide, holds open in any position for loading ease.

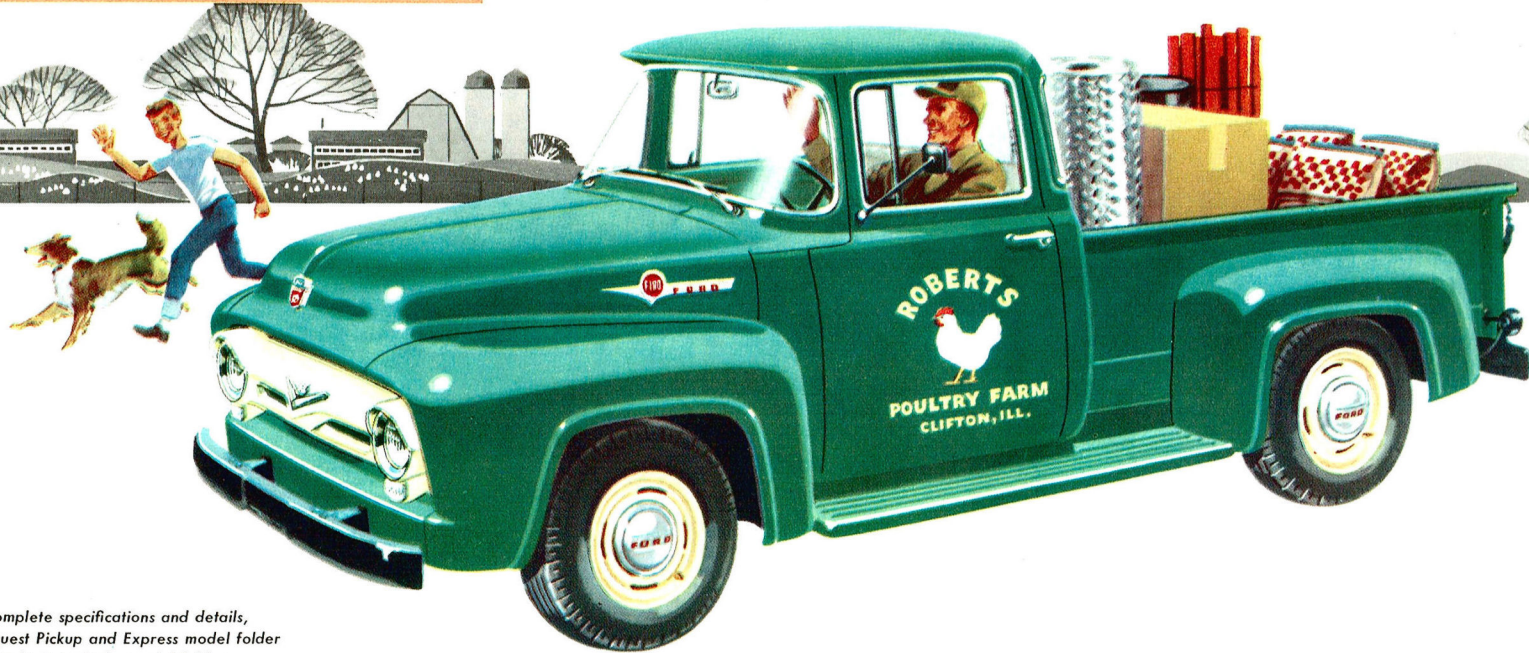


# Series F-100 Pickup

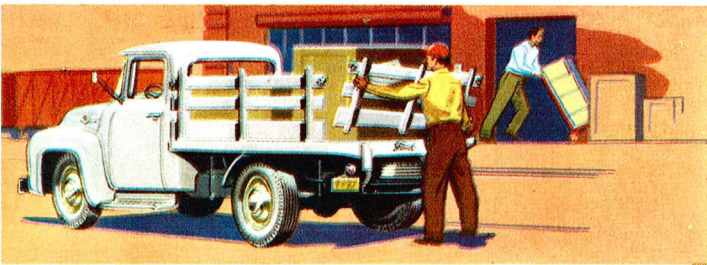
Body Length: 6½ ft. (also 8-ft. Express)

Max. Gross Vehicle Weight: 5,000 lbs.

Wheelbases: 110 and 118 inches



For complete specifications and details,  
please request Pickup and Express model folder  
or Light-Duty Stake model folder



**HANDY, LOW-COST 6½-FT. STAKE**, a model not offered by most other truck makers. Over 40 sq. ft. of platform area . . . payloads to 1,615 lbs. Straight-grained wood stakes. F-100 Chassis is sturdiest in ½-ton field, with highest-capacity frame and axles!

## The Most Eager, Agile Pickup on the Road!

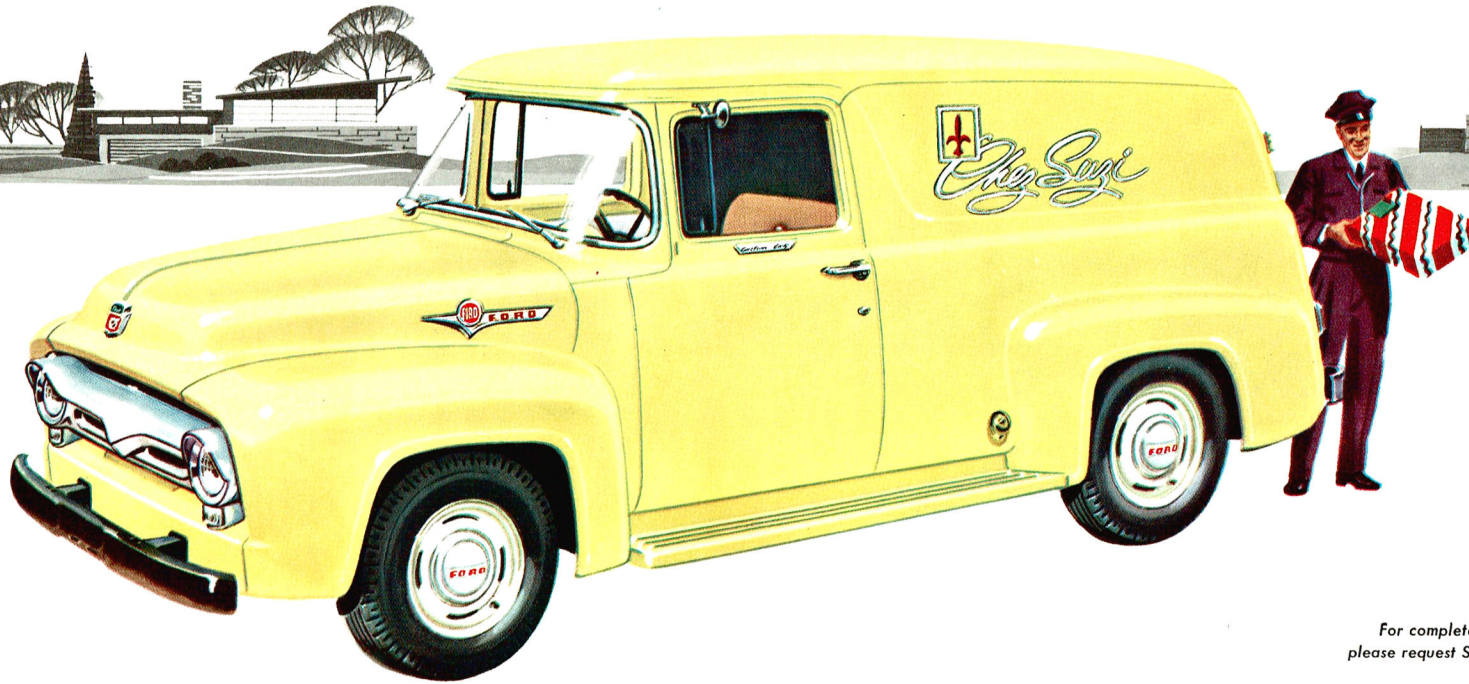
The *only* Pickup with choice of Short Stroke power: new 167-h.p. *Power King* Y-8 (most *usable power* in any Pickup!) . . . or new 133-h.p. *Cost Cutter* Six (most powerful, efficient Six in its class!). Biggest standard Pickup box, 45 cu. ft. Rib-reinforced tailgate with exclusive toggle latches. Biggest brakes of *any* half-tonner, with Power Braking available\*. 5 transmissions, including *Fordomatic Drive*\* and *Overdrive*\*. Maximum payload: 1,700 lbs. Also available: **NEW 8-FT. EXPRESS** with 118-in. wheelbase and roomy 65.4-cu. ft. body.

\*Available at extra cost.



# Series F-100 Panel

Body Load Length: 8 ft.  
Max. Gross Vehicle Weight: 5,000 lbs.  
Wheelbase: 110 inches

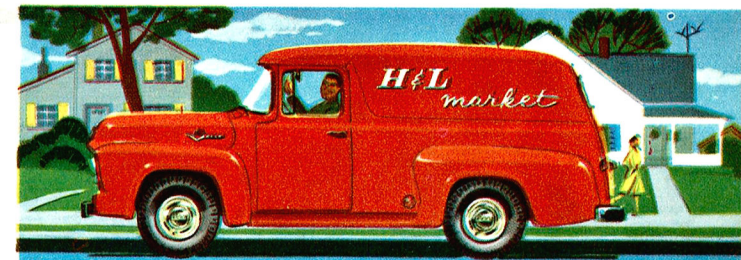


For complete specifications and details,  
please request Series F-100 Panel model folder

## Delivers in Style . . . with Triple Savings!

Gives your business a "Leadership Look" . . . pares delivery costs, too! Spacious 155.8-cu. ft. body, all-steel reinforced to *stay* tight and quiet. Dust-tight sealing keeps your merchandise counter-fresh. *Custom Panel\** shown provides 15 "customized" extras such as fully lined interior, glass-wool roof insulation and foam-rubber seat padding. *Superior SHORT STROKE* power, 167-h.p. Y-8 or 133-h.p. Six. Choice of 5 drives, including *Fordomatic\** and *Overdrive\**. New two-tone colors are available\*. Maximum payload: 1,535 lbs.

\*Available at extra cost.



**THRIFTY STANDARD PANEL.** Jointless plywood floor is impregnated for longer life and dust-sealed at body side panels by special compound. Close-spaced skid strips. Big 50.8-in.-wide rear opening with 2-position door checks, 90° or full open. Fully weather-stripped.



# Series F-250 Express

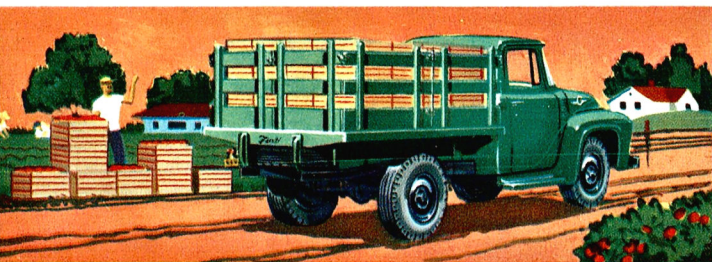
Body Length: 8 ft.

Max. Gross Vehicle Weight: 7,400 lbs.

Wheelbase: 118 inches



For complete specifications and details,  
please request Pickup and Express model folder  
or Light-Duty Stake model folder



**STURDY 7½-FT. STAKE** now takes up to 3,395 lbs. payload. Over 50-sq. ft. platform area holds surprisingly large load. Straight-grained wood stakes fit in steel-lined stake pockets, are easy to remove for loading. Heavy-gage bridge-type steel frame, steel rub rail.

## First Choice Truck where Toughness Counts!

New 522-lb.-higher capacity increases maximum payload to 3,535 lbs.! All-bolted 65.4-cu. ft. body with exclusive clamp-tight tailgate and six stake pockets. Low loading height, just over 2 ft. King-size brakes, vacuum booster optional\*, have new thicker linings that last up to 33% longer. The only choice of money-saving Short Stroke power in this field: 167-h.p. Y-8 or 133-h.p. Six. New medium-duty 3-speed transmission standard, 4-speed and *Fordomatic* available\*. New longer-lasting, blowout-resistant tubeless tires are standard.

\*At extra cost.



# Series F-350 Stake

Body Length: 9 ft.

Max. Gross Vehicle Weight: 9,800 lbs.

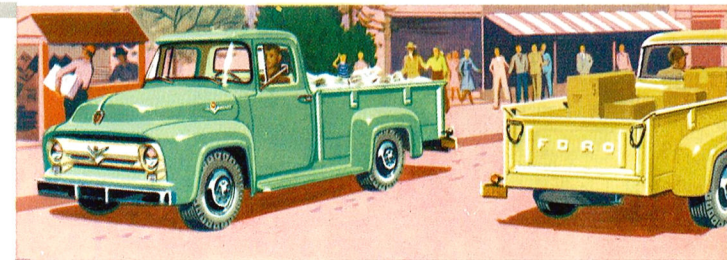
Wheelbase: 130 inches



For complete specifications and details,  
please request Light-Duty Stake model folder  
or Pickup and Express model folder

## Big Payloader at Light Duty Cost!

Now up to 1,200 lbs. more GVW than other "one-tonners"! New higher-capacity tubeless tires . . . new, stronger banjo-type rear axle housing . . . new 33% longer brake life. Steel stakes and steel-lined stake pockets, with "swing open" center rack section for greater loading convenience. *Superior SHORT STROKE* power, 167-h.p. *Power King Y-8* or 133-h.p. *Cost Cutter Six*, saves both time and money. HD 3-speed transmission standard, 4-speed or *Fordomatic Drive* at extra cost. Maximum payload (dual rears): 5,120 lbs.



**HIGH-CAPACITY 9-FT. EXPRESS** has new maximum GVW of 8,000 lbs., payloads to 3,845 lbs. Extra-large 74-cu. ft. express body with slanting flare boards to further increase effective load capacity. 8 deep stake pockets. Rigid tailgate, exclusive toggle-type latches.

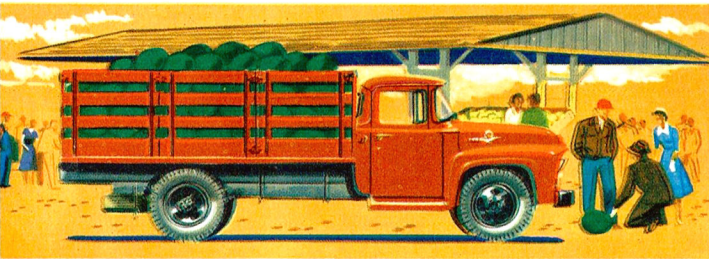


# Series F-500

Max. Gross Vehicle Weight: 15,000 lbs.  
Max. Gross Combination Weight: 25,000 lbs.  
Wheelbases: 130 and 154 inches



For complete specifications and details,  
please request Series F-500 model folder



**RUGGED 9- AND 12-FT. STAKES** now handle payloads as high as 9,535 lbs. Strong, weight-saving steel stakes. Stake racks a full 42 in. high give added support to cargo. Hinged center rack sections swing open for quick, convenient access to any part of the load.

## Top Seller, Top Value in the 1½-ton Field!

New higher capacity, new higher value for the sales-leading F-500! Now rated for a maximum 15,000 lbs. GVW, with payload and body allowance to 10,495 lbs. New bigger brakes, now 366 sq. in. lining area on *all* models . . . with Power Braking available at extra cost. More durable 4-speed transmission, new tubeless tires standard. *Electric-shift* 2-speed axle (extra cost) for fast, positive shifts, added flexibility. Cost-cutting Short Stroke power from new 167-h.p. Y-8 or new 133-h.p. Six. Takes bodies 7½ to 13 ft. long.



## Series F-600

Max. Gross Vehicle Weight: 18,000 lbs.  
Max. Gross Combination Weight: 32,000 lbs.  
Wheelbases: 130, 154 and 172 inches

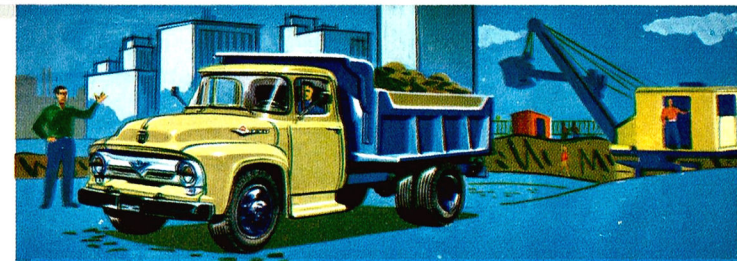


For complete specifications and details,  
please request Series F-600 model folder

## High-Performance Leader of the 2-Tonners!

Widest range of Short Stroke power in the 2-ton field . . . 133-h.p. *Cost Cutter* Six and three new *Power King* Y-8's, to 168 h.p.! HD Y-8's offer a combination of heavy-duty advancements, including sodium-cooled exhaust valves, new to this class truck! New HD Special Y-8 with 4-barrel carburetor sets a new high in time-saving performance! Increased maximum GVW of 18,000 lbs. (with heavy-duty components\* and HD Y-8's) for payload and body allowance to 12,980 lbs. New tubeless tires *standard*. Factory-built 9- and 12-ft. Stakes.

\*Available at extra cost.



**A WORKHORSE ON ANY JOB**, the F-600 is suited for special bodies from 7½ to 16 ft. long. Synchro-Silent 4-speed transmission standard, with 5-speed direct or overdrive available\*. *Electric-shift* 2-speed axle\* has faster, surer action than commonly used vacuum types.



# Series F-700 BIG JOB

Max. Gross Vehicle Weight: 21,000 lbs.  
Max. Gross Combination Weight: 35,000 lbs.  
Wheelbases: 132, 144, 156, 175 and 192 in.



For complete specifications and details,  
please request Series F-700 model folder



**HAULING COSTS GO DOWN** when this economy champ moves in! New cooler-running, longer-lasting tubeless tires. New extra-thick brake linings for 33% longer service. New stronger axles, front and rear . . . with fast-acting *electric-shift* 2-speed axle available\*.

## The Economy Truck of the Extra Heavies!

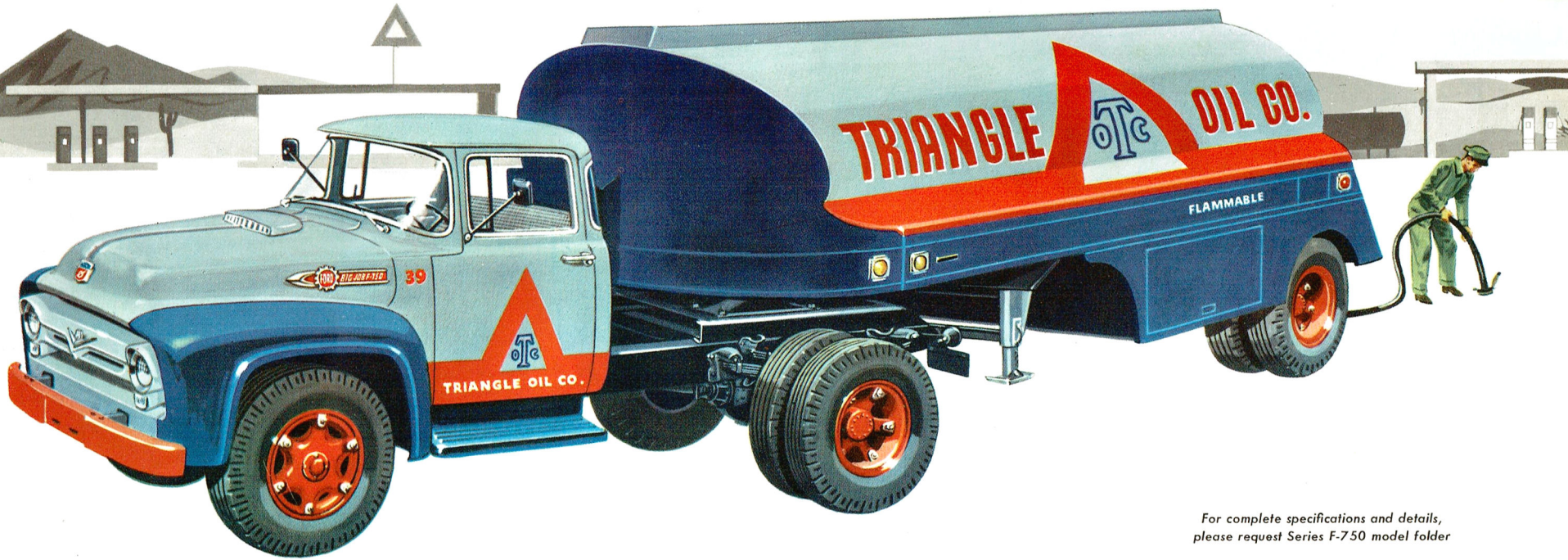
Low in first cost, low in operating cost, Ford's F-700 is "big truck" all the way through! Biggest brakes and strongest frame in its class. Choice of two new Heavy Duty *Power King* Y-8's with up to 20% more power to move loads *fast* . . . such advancements as sodium-cooled exhaust valves to prolong "new engine" efficiency. New 4-speed transmission standard, two medium-duty 5-speed's available\*—all easy-shifting Synchro-Silent type. Takes 7½ to 19-ft. bodies. New 21,000-lb. GVW for payload and body allowance to 15,330 lbs.

\*At extra cost.



# Series F-750 BIG JOB

Max. Gross Vehicle Weight: 21,000 lbs.  
Max. Gross Combination Weight: 42,000 lbs.  
Wheelbases: 132, 144, 156, 175 and 192 in.

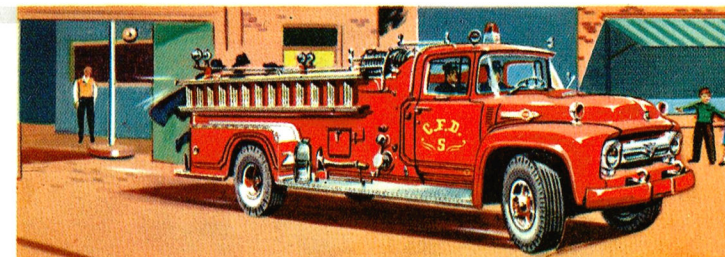


For complete specifications and details,  
please request Series F-750 model folder

## Rugged Speed-Hauler with Built-in Stamina!

Power plus! New 175-h.p. Cargo King Y-8 . . . or new 186-h.p. Cargo King Special Y-8 with exclusive hood air scoop, 4-barrel carburetion and dual exhausts. Both engines Superior SHORT STROKE design for longer life, lower operating costs. New 4,000-lb. higher GCW rating for profit-making loads. Choice of two medium-duty 5-speed Synchro-Silent transmissions, single-speed or electric-shift 2-speed\* axle, vacuum-power or air-over-hydraulic\* brakes. Tachometer now standard. Power Steering available\* for easiest handling.

\*Available at extra cost



**A STAR PERFORMER**, the F-750 is equally outstanding for its ability to stay on the job. Improvements for '56 include new huskier front and rear axles, longer-lasting brakes, stronger clutch. Tubeless tires are standard. Mounts any special-purpose body from 7½ to 19 ft. long.



# Series F-800 BIG JOB

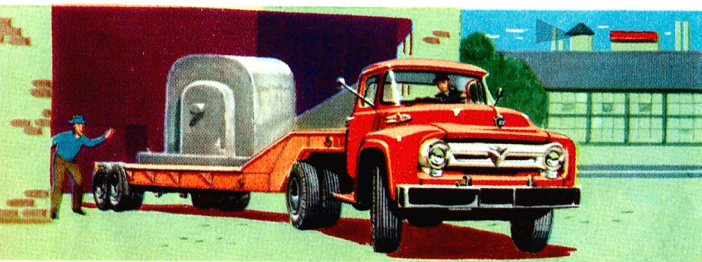
Max. Gross Vehicle Weight: 24,000 lbs.

Max. Gross Combination Weight: 48,000 lbs.

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



For complete specifications and details,  
please request Series F-800 model folder



**HIGH-POWERED F-800** is built for long-run endurance. New *Torque King* engines offer a combination of advancements, including sodium-cooled exhaust valves and stress-relieved cylinder heads, available nowhere else. Plus the gas-saving efficiency of Short Stroke design!

## Outsells, Outhauls Everything in its Field!

Most *powerful*, most *profitable* truck in the 24,000-lb. GVW class! Two new *Torque King* Y-8's to choose from . . . up to 200 h.p.! Mightiest engines ever offered in a Ford Truck! New durability from the ground up, with new longer-lasting tubeless tires *standard*. Heavy-duty 5-speed direct or overdrive transmission with Synchro-Silent shifting ease. Vacuum-power-operated, air-over-hydraulic\* or full-air\* brakes. Power Steering\* reduces turning effort as much as 75%! New, increased truck payload and body allowance up to 17,445 lbs.

\*Available at extra cost.

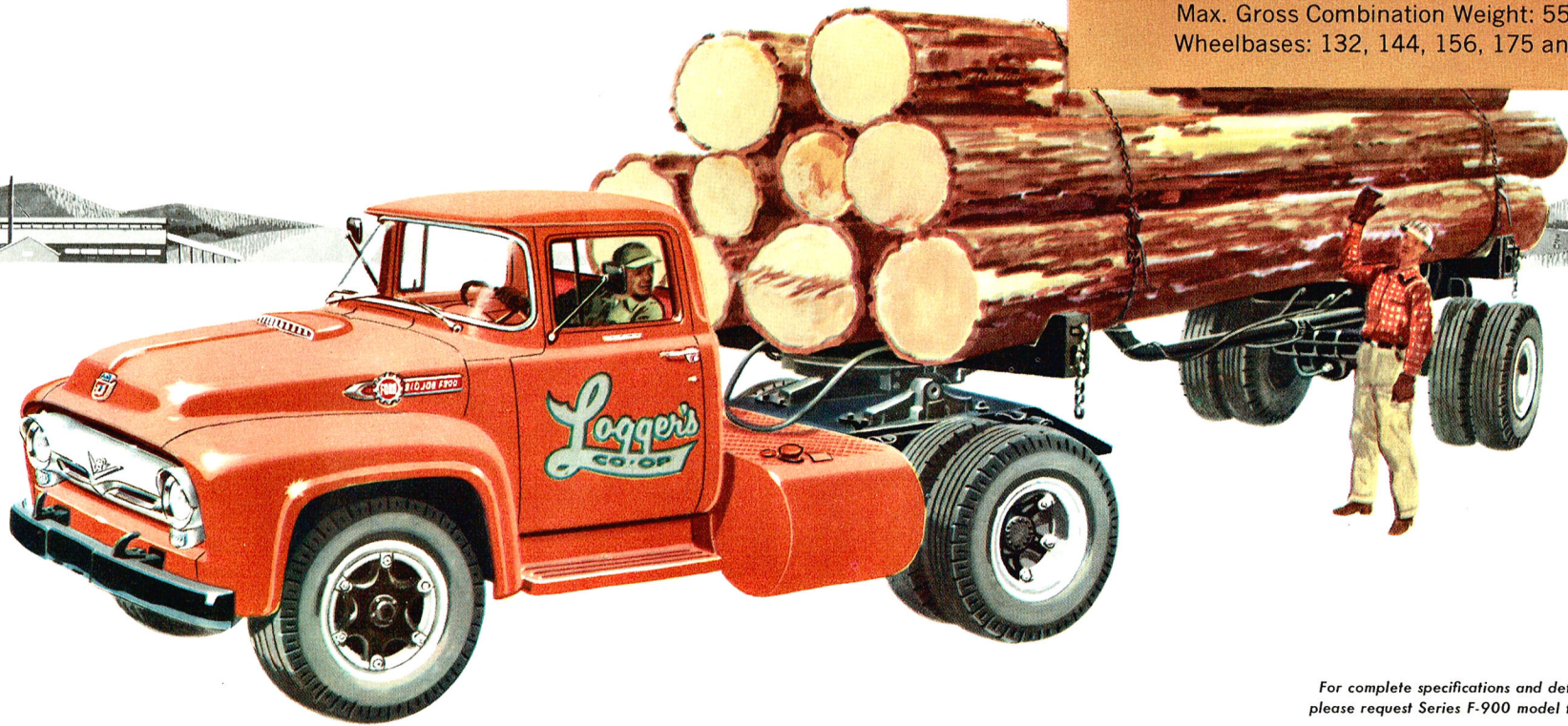


# Series F-900 BIG JOB

Max. Gross Vehicle Weight: 29,000 lbs.

Max. Gross Combination Weight: 55,000 lbs.

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

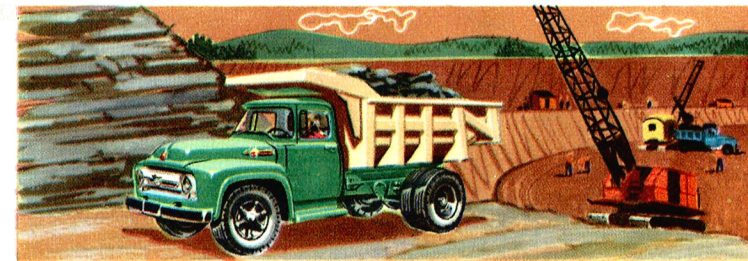


For complete specifications and details,  
please request Series F-900 model folder

## Rolls Mammoth Loads on Fast Schedule!

The brute strength to shoulder mammoth loads . . . the power reserves to highball them over any terrain! Superbly powered by 190-h.p. *Torque King* Y-8 or 200-h.p. *Torque King* Special Y-8 with exclusive hood air scoop, 4-barrel carburetion and dual exhausts. *Master-Guide* Power Steering available\* to make maneuvering up to 75% easier. Heavy-duty 5-speed Synchro-Silent direct or overdrive transmission, vacuum-power-operated hydraulic or full-air\* brakes. Tachometer and new cooler-running tubeless tires are *standard*.

\*Available at extra cost.



**NO JOB'S TOO TOUGH** for this giant of a truck! It's engineered in every part to come back for more, day after day! New 29,000-lb. GVW boosts truck payload and body allowance to a new high of 22,180 lbs. Single-speed or fast, positive *electric-shift* 2-speed\* rear axle.

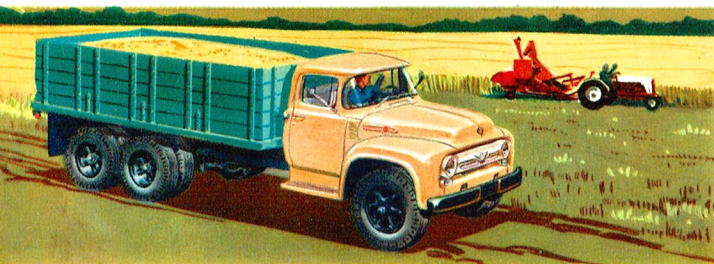


# Series T-750

Max. Gross Vehicle Weight: 36,000 lbs.  
Max. Gross Combination Weight: 55,000 lbs.  
Wheelbases: 144, 156, 175 and 192 inches



For complete specifications and details,  
please request T-Series model folder



**THRIFTY SERIES T-700** offers choice of four Y-8's, to 186 h.p. New 28,000-lb. GVW, with max. payload and body of 20,150 lbs. New 45,000-lb. GCW. New 5-speed MD Synchro-Silent transmission, two 3-speed auxiliaries\*. Power Steering standard with Cargo King Y-8's!

## Big, Brand-New Tandem-Axle Hauler!

A "go anywhere" BIG JOB with enormous reserves of stamina and power! Choose from two mighty, Short Stroke *Torque King* Y-8's . . . up to 200 h.p., with high sustained torque to match. Heavy-duty 5-speed Synchro-Silent transmission, plus choice of two 3-speed auxiliaries available\*. Most modern tandem setup . . . power divider and 3rd differential with dash lockout for ideal drive and traction, on- and off-road. Power Steering, tubeless tires and tachometer are *standard*. Truck payload and body allowance to 26,865 lbs.

\*Available at extra cost.



# Series T-800

Max. Gross Vehicle Weight: 42,000 lbs.  
Max. Gross Combination Weight: 65,000 lbs.  
Wheelbases: 144, 156, 175 and 192 inches

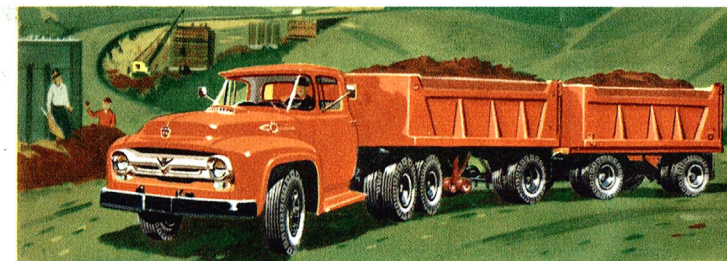


For complete specifications and details,  
please request T-Series model folder

## Brawny Payload Leader of the 6-Wheelers!

New load-carrying power, new load-moving power, new *earning* power! Your choice of 190-h.p. *Torque King* Y-8 or 200-h.p. *Torque King* Special Y-8, most efficient Short Stroke power in its class, plus such new durability advances as sodium-cooled exhaust valves! Power Steering *standard at no extra cost* for driver-saving handling ease. Heavy-duty 5-speed Synchro-Silent transmission, with either of two 3-speed auxiliaries\*. Full-air brakes available\*. New higher-capacity tubeless tires and tachometer are *standard equipment*.

\*Available at extra cost.



**OVER 3,000 LBS. EXTRA LOAD!** Strong, weight-saving design gives up to  $1\frac{1}{2}$  tons more payload with same overall weight as other 6-wheelers! New 42,000-lb. GVW for payload and body allowance up to 32,160 lbs. Giant new 65,000-lb. GCW. Custom bodies 10 to 19 ft. long.

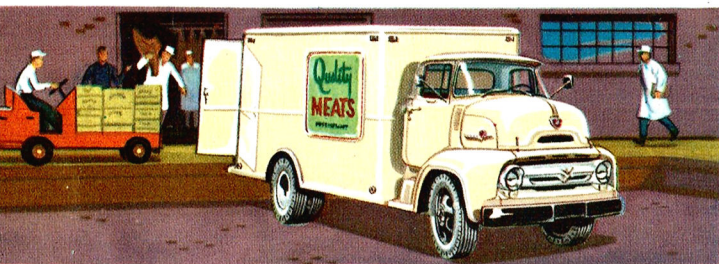


# Series C-600

Max. Gross Vehicle Weight: 18,000 lbs.  
Max. Gross Combination Weight: 32,000 lbs.  
Wheelbases: 110, 134 and 158 inches



For complete specifications and details,  
please request C-Series model folder



**LOW-COST SERIES C-500** features new 167-h.p. *Power King Y-8* . . . new bigger brakes with *Power Braking* available\* . . . more durable 4-speed transmission . . . new tubeless tires . . . new 15,000-lb. GVW for payload and body to 10,155 lbs. New max. GCW: 25,000 lbs.

## Agile 2-Ton "Snub-Nose" . . . a real Time Saver!

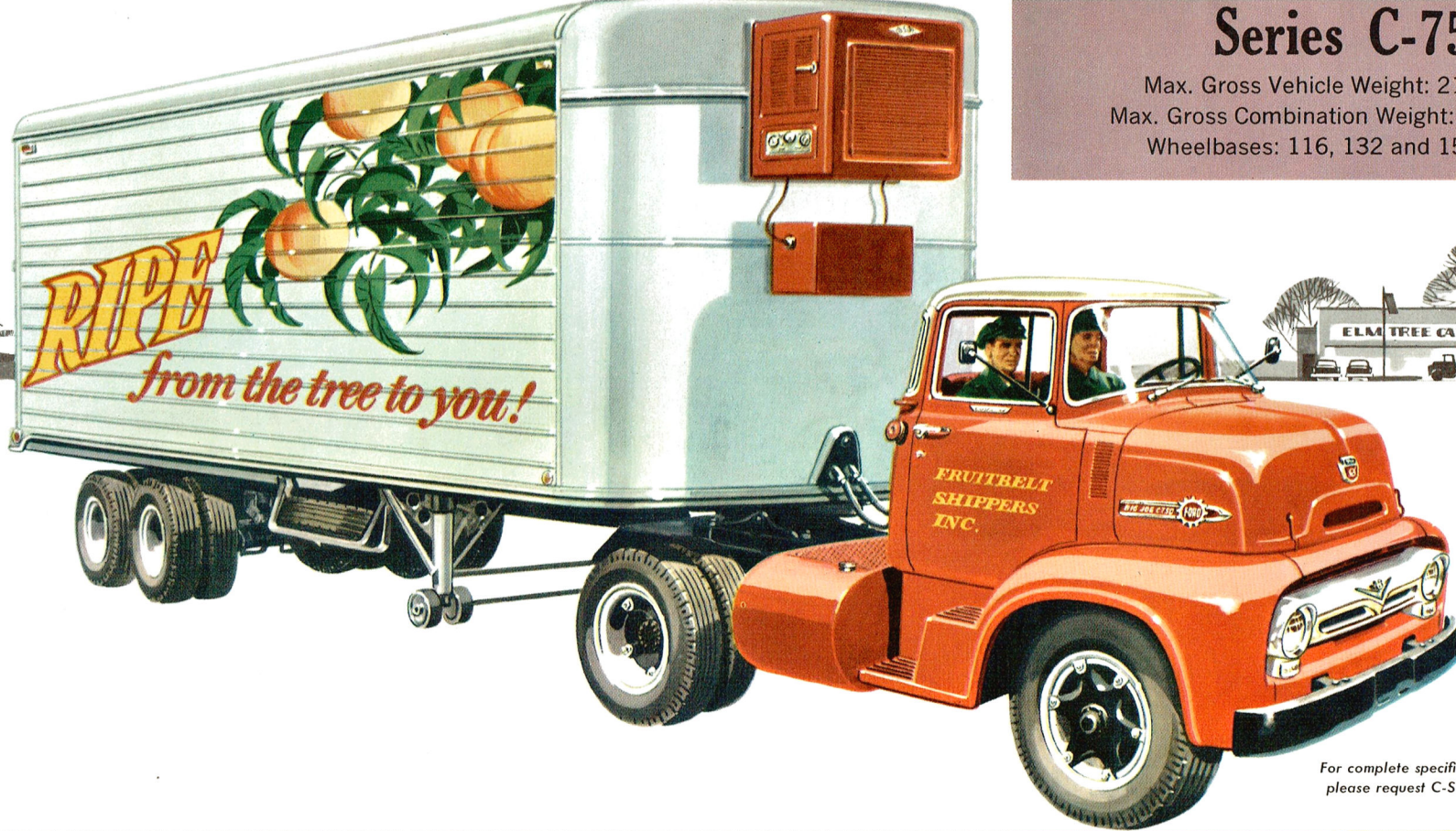
Brings new haul-ability to the 2-ton field! Your choice of *three* new Short Stroke *Power King Y-8*'s, up to 168 h.p., to cut job time and costs. More load-moving power than any comparable truck! New max. GVW of 18,000 lbs. (with heavy-duty components\* and HD Y-8's) for payload and body allowance to 12,935 lbs. New tubeless tires *standard*. Wide selection of Synchro-Silent transmissions: 4-speed standard, two 5-speed's available\*. *Electric-shift* 2-speed axle\*. Standard 12-ft. Stake or special bodies from 7½ to 17 ft. long.

\*Available at extra cost.



# Series C-750

Max. Gross Vehicle Weight: 21,000 lbs.  
Max. Gross Combination Weight: 42,000 lbs.  
Wheelbases: 116, 132 and 156 inches



For complete specifications and details,  
please request C-Series model folder

## Speed-Hauls Big Money-Making Payloads!

Most powerful in its class—by far. New 175-h.p. *Cargo King Y-8* . . . or new 186-h.p. *Cargo King Special Y-8* with responsive 4-barrel carburetion and dual exhaust system. New higher GCW rating of 42,000 lbs., new chassis strength. Power Steering now available\* for greatest driving ease. Choose from two medium-duty 5-speed Synchro-Silent transmissions, vacuum-power or air-over-hydraulic\* brakes. New tubeless tires and tachometer *standard*. As truck, takes bodies 8 to 16½ ft. long, with payload and body allowance to 14,875 lbs.

\*Available at extra cost.



**ECONOMICAL SERIES C-700** offers choice of two new HD *Power King Y-8*'s with up to 20% more power . . . 4-speed and medium-duty 5-speed\* Synchro-Silent transmissions. New stronger axles, longer-lasting brakes, *tubeless tires!* New 21,000-lb. GVW, new 35,000-lb. GCW!

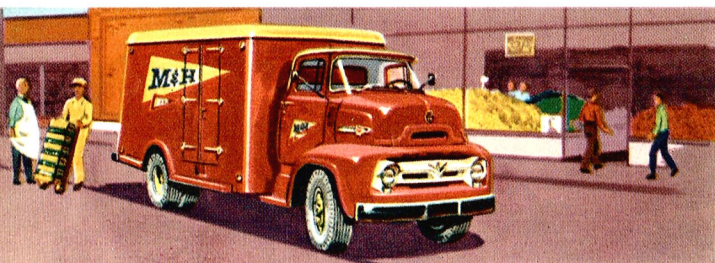


# Series C-900

Max. Gross Vehicle Weight: 29,000 lbs.  
Max. Gross Combination Weight: 55,000 lbs.  
Wheelbases: 116, 132 and 156 inches



For complete specifications and details,  
please request C-Series model folder



**POWER-PACKED SERIES C-800**, high-performance leader of its class, gives choice of two new *Torque King Y-8's*—to 200 h.p.! New tubeless tires *standard*, Power Steering available.\* New 24,000-lb. GVW, with payload and body allowance to 17,390 lbs. Big 48,000-lb. GCW.

## Ton-Mile Champ with Road-Eating Power!

This powerhouse on wheels is equipped to cruise 'round-the-clock at sustained highway speeds! New 190-h.p. *Torque King Y-8* or 200-h.p. *Torque King Special Y-8*—both Short Stroke design; both heavy-duty-engineered throughout, including new sodium-cooled exhaust valves. *Master-Guide* Power Steering now available!\* Heavy-duty Synchro-Silent 5-speed transmissions, vacuum-power-operated or full-air\* brakes. New tubeless tires and tachometer are *standard*. New 29,000-lb. GVW, with payload and body allowance to 21,965 lbs.

\*Available at extra cost.



# Series P-350

Max. Gross Vehicle Weight: 8,000 lbs.  
Wheelbases: 104 and 122 inches



For complete specifications and details,  
please request P-Series model folder

## Thrifty Favorite for Stop-and-go Work!

The *only* unit in its class that gives you the gas-saving efficiency and long, low-cost life of *Superior SHORT STROKE* power! Responsive new performance of Ford's 133-h.p. *Cost Cutter Six* clips route *time*, too! Available as Chassis-Windshield or as stripped chassis . . . for custom bodies from 7 to 11½ ft. long, with capacities up to 400 cu. ft. New 33%-longer brake life . . . new higher-capacity 12-volt electrical system . . . new longer-lasting tubeless tires *standard*. Payload and body allowance (Chassis-Windshield models) to 4,775 lbs.

\*Available at extra cost.



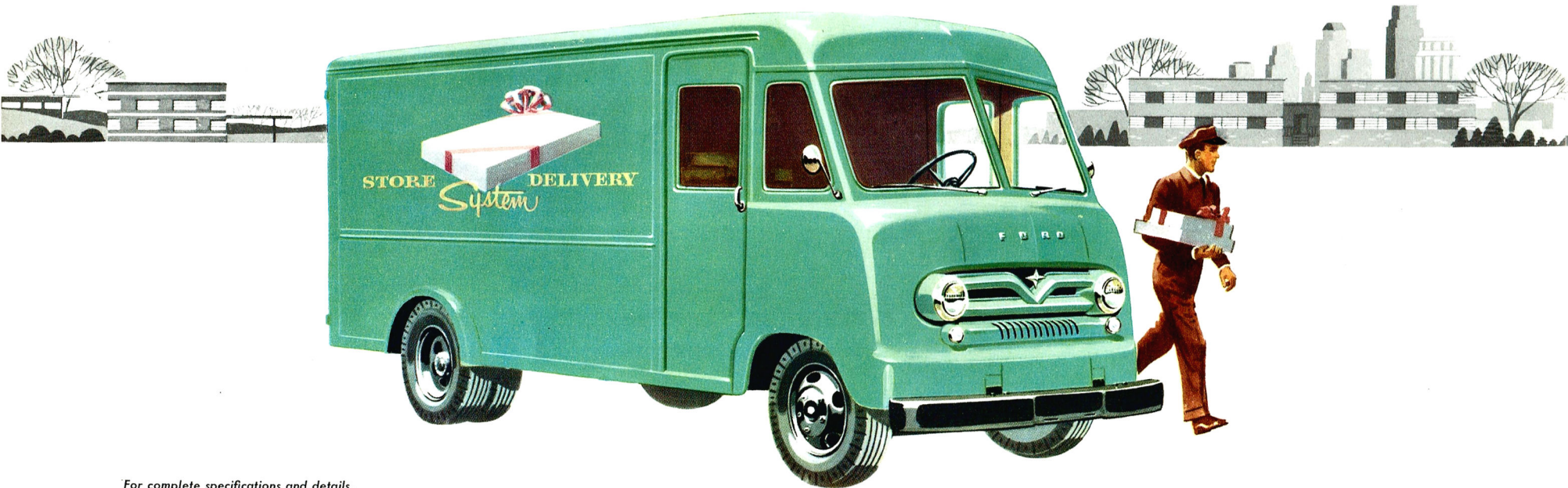
**EVERY DRIVER-SAVING FEATURE** is offered in the P-350! *Fordomatic Drive\** to eliminate hundreds of hand and foot motions every trip . . . *Power Braking\** to make stopping 25% easier . . . *Orscheln parking brake\** for added safety. Low step and loading height.



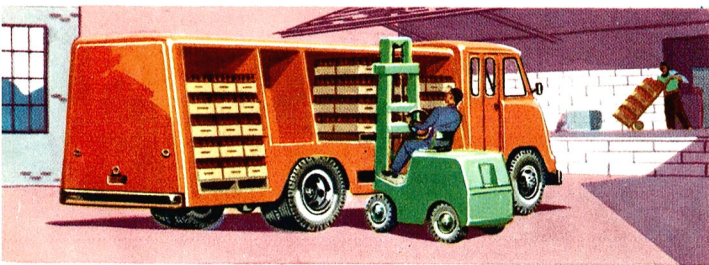
# Series P-500

Max. Gross Vehicle Weight: 15,000 lbs.

Wheelbase: 130 inches



For complete specifications and details,  
please request P-Series model folder



**BIG-DUTY SERIES P-600** is available on special order. Max. GVW of 17,000 lbs. 130-in. wheelbase for 10½ to 12½-ft. long bodies. 133-h.p. *Cost Cutter Six*. Orscheln hand brake and new tubeless tires *standard*. Especially suited for extra-heavy loads, as in bottling delivery.

## High - Volume Deliveries at Lowest Cost!

Big new capacity (now 15,000 lbs. GVW) to take *more load*. Efficient new power (133-h.p. *Cost Cutter Six*) to move that load *fast*—and with the savings in gas and upkeep that only *Superior SHORT STROKE* design can give you! *Fordomatic* Drive now available\* to conserve driver's energy, help him get more done every working day. Driver-adjustable Orscheln parking brake standard. New tubeless tires. Takes custom bodies 10½ to 12½-ft. long, up to 450-cu. ft. capacity. Payload and body (Chassis-Windshield) to 10,600 lbs.

\*Available at extra cost



# B-Series

School Bus Safety Chassis-Cowl Models



**B-600** 192-in. wheelbase for 48-passenger bus bodies; 220-in. wheelbase for 55-passenger bus bodies. Choice of 133-h.p. Six and three *Power King* Y-8's. Max. GVW 18,000 lbs. (with heavy-duty components and HD Y-8's).

For complete specifications and details,  
please request B-Series model folder



**B-500** 154-in. wheelbase for bus bodies to 36-passenger capacity. Max. GVW: 13,000 lbs. 133-h.p. Six or 167-h.p. *Power King* Y-8.



**B-700** New 245-in. wheelbase for bus bodies to 66-passenger capacity. Max. GVW: 21,000 lbs. Choice of two HD *Power King* Y-8 engines.



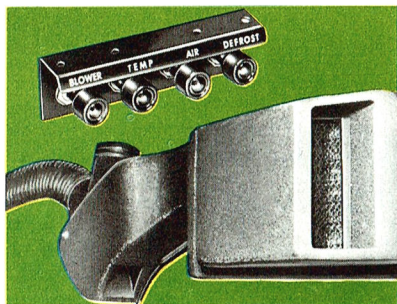
**B-750** New 245-in. wheelbase for bus bodies to 66-passenger capacity. Max. GVW: 21,000 lbs. New 175-h.p. *Cargo King* Y-8 engine.

## Meet or Exceed N.E.A. Safety Standards!

Ford School Bus *Safety* Chassis not only must meet National Educational Association requirements . . . but Ford's own high standards of safety, reliability and economy as well. All chassis include such special safety features as drive shaft guards, extended tailpipe and safety fuel tank. All have Short Stroke power to keep operating costs *low* . . . King-size brakes for sure stopping control . . . Synchro-Silent type transmissions that even inexperienced drivers can shift with ease . . . and new blowout-resistant tubeless tires *standard*.

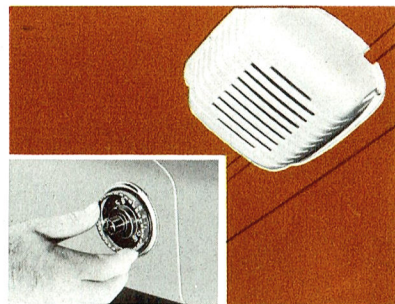


# Ford Accessories . . . "Companions of the Highway" . . . will



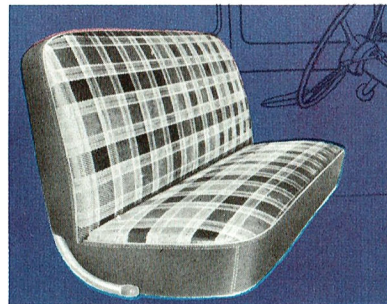
## MAGICAIRE SYSTEM \*

Welcome warmth for winter—cooling outside air in summer. MagicAire helps you feel better, drive better—more safely. Selective temperature control. Pressurized fresh-air or recirculating heat. High-velocity defrosting and defogging. All-weather ventilation.



## FORD TRUCK RADIO

"Pleasant company" for both highway and city driving. Six tubes, including rectifier. Superheterodyne with overhead speaker. Large tuning knob, variable tone control, off-on switch and volume control—all in single, handy One-Spot Tuner.



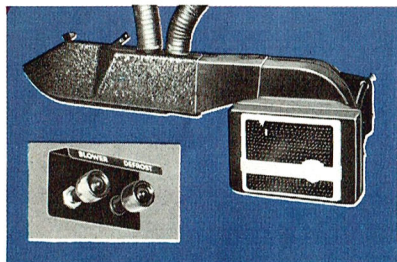
## TRUCK SEAT COVER

Made of heavy-duty waterproofed fibre with double-stitched seams for added strength. Long-wearing, soil-resistant—ideal for truck use. Rubber cable permits quick, easy installation and removal. Attractive plaid pattern. Fits all full-width Ford truck seats.



## SEE-CLEAR WINDSHIELD WASHER \*

Here's clear, safe vision every day of the year! See-Clear's two water-spray jets, operated by a handy foot plunger, spray windshield so wipers can readily remove dirt, mud, traffic film. Instant, dependable action under all weather conditions.



## RECIRCULATING HEATER-DEFROSTER \*

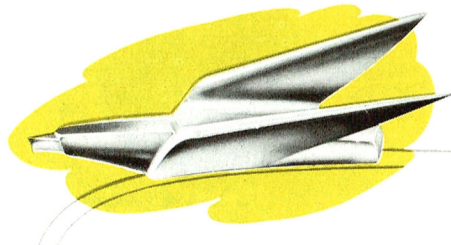
If you need a recirculating heater-defroster only, here's your low-cost answer! Superior heat output. Effective heat distribution. Quick, sure defrosting. Separate controls for heating and defrosting.

## RECIRCULATING PARCEL DELIVERY HEATER-DEFROSTER \*

A compact unit with high heat capacity. Highly efficient defrosting action. Individual heater and defroster controls.

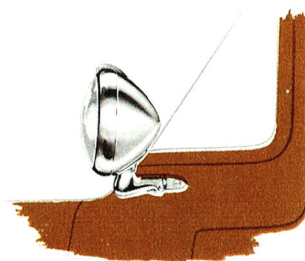
## FORD TRUCK HOOD ORNAMENT

Adds a personalizing touch to your Ford Truck. Fleet-looking modern design. Sturdy die-cast construction with bright chrome finish.



## SEALED BEAM SPOTLIGHT

Big six-inch face. Convenient control switch on handle. Located to permit its powerful beam to be aimed in almost any direction.



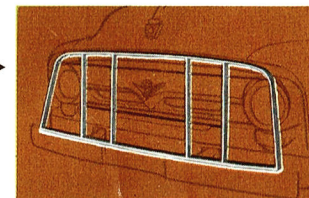
## DUAL AIR HORNS

For all models equipped with full-air or air-over-hydraulic brakes. Low air consumption. Bright-metal trumpets. Cast aluminum base.



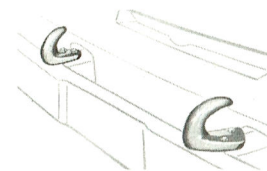
## HEAVY-DUTY GRILLE GUARD

Braced to truck frame for sure grille, radiator and head light protection. Rugged bar steel, black enamel finish. For all trucks, except Parcel Deliveries.



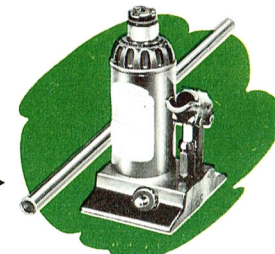
## FRONT TOW HOOKS

Save time, money and labor in emergency towing or pulling. Bolted through front bumper brackets and frame side rails. Forged steel.



## HYDRAULIC JACK

Easy-operating hydraulic action with big five-ton capacity. Takes up little space, handy to have in your truck—does a man-size job.





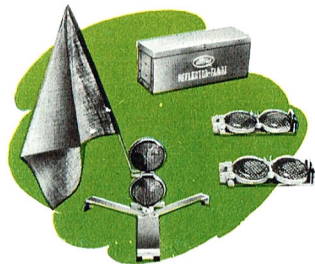
# add greatly to the Comfort, Safety and Value of your Truck

## SAFETY EQUIPMENT TO MEET STATE AND ICC REQUIREMENTS



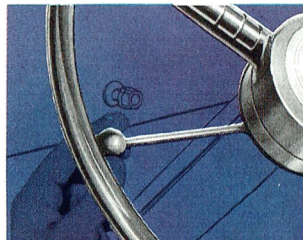
### EXTENSION MIRROR AND ARM BRACE KIT

King-size six-inch reflecting surface. Arm can be extended, raised or lowered. No holes to drill, fits either side of truck. Mirror Arm Brace Kit available, extra cost.



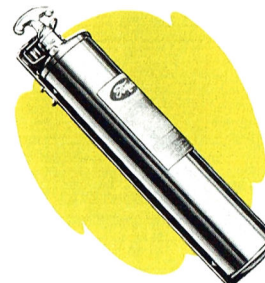
### REFLECTOR FLARE KIT

Comes with three red reflector flares, three non-fading red cloth flags and three spring-type steel flagstaffs complete in convenient, easy-storing metal box. Meets ICC requirements. U.L. approved.



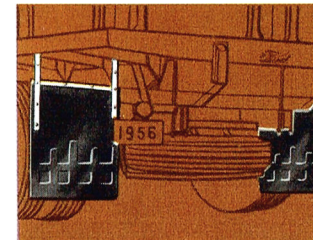
### DIRECTIONAL TURN SIGNAL CONTROL \*

SAE Class "A" lamps will do your signalling for you—day or night. Includes self-cancelling steering post control, wiring, and arrow flasher in instrument cluster.



### FIRE EXTINGUISHER

Be prepared to protect your truck and valuable payloads in emergencies! Smothers gas, oil, electrical and paint fires with vaporizing liquid. 1½ quart size. Meets ICC requirements. U.L. approved.



### FORD SPLASH GUARDS AND BRACKETS

Designed to meet State requirements. Made of heavy-gage molded rubber with universal mounting brackets. Three sizes: 24" x 24", 24" x 30", and 24" x 36".

ACCESSORIES ILLUSTRATED ARE AVAILABLE THROUGH FORD DEALERS. \*ALSO AVAILABLE THROUGH PRODUCTION.

## ADDITIONAL FORD TRUCK ACCESSORIES AND OPTIONAL EQUIPMENT AVAILABLE

### AVAILABLE THROUGH FORD DEALERS AT EXTRA COST

**ECONOMY CARBURETOR.** *Cost Cutter* Six only.

**H.D. GENERATOR.** 12 volts; 30 amp., low cut-in; or 40, 50, 60 amp. for all series.

**GAS TANK LOCKING CAP.** Tumbler lock with rain guard.

**GOVERNORS.** For *Cost Cutter* Six and 167-h.p. *Power King* Y-8. Standard on HD *Power King*, *Cargo King* and *Torque King* Y-8's.

**SHOCK ABSORBERS.** Rear only on F-350; Front and rear F-, C-500 and 600. Front only F-, C-700 through 900, and T-700, 750, 800.

**HUB CAPS.** Argent paint finish. For F-250 front and rear wheels.

**TACHOMETER.** Mechanical. F-, C-600 with HD *Power King* Y-8 or HD *Power King* Special Y-8 and F-, C-700. Standard on all models with *Cargo King* and *Torque King* Y-8's.

**TIRE CARRIER.** Rear of frame for F-, C-700 through 900; B-700, B-750. Side mounted for Pickups and Expresses.

**TIRE LOCK.** For side tire carriers (F-100, 250, 350).

**SPARE TIRE LOCK AND CHAIN.** Protects tire from theft.

**WINTER WINDSHIELD WIPER BLADES.** Anti-fouling for quick, easy removal of snow.

**LIFEGUARD SEAT BELTS.** Available for driver and helper on all F-, C-, and T-Series.

### AVAILABLE THROUGH PRODUCTION AT EXTRA COST

**I-REST TINTED GLASS.** Reduces glare and heat. Available for windshield and all windows of all Cabs and Courier, windshield and side windows of F-100 Panel.

**SEAT.** Auxiliary for F-100 Panel, Courier; also full-width for Courier.

**REAR BUMPER.** Heavy-duty channel type. For all Pickup and Express models.

**OIL FILTER.** For models with *Cost Cutter* Six and 167 h.p. *Power King* Y-8. Standard on HD *Power King*, *Cargo King* and *Torque King* Y-8's.

**HUB CAPS.** Argent paint finish. For F-250 front and rear wheels.

**H.D. FAN.** Series F-350 (with dual tires), all Series 500 and up, for severe operations.

**H.D. RADIATOR.** F-100, 250, 350; P-350.

**ELECTRIC WINDSHIELD WIPERS.** Dual positive action. F-100 through 600; C-500, C-600 (std. in Series 700 and up).

**FUEL PUMP WITH VACUUM BOOSTER.** For positive windshield wiper control. P-350, 500; B-500, 600.

**BATTERY.** 70 amp. hr. for F-100 through F-, C-700

**MASTER-GUIDE POWER STEERING.** For F-, C-, and B-Series with *Cargo King* Y-8 or *Torque King* Y-8 engines. Standard on all T-Series with *Cargo King* or *Torque King* Y-8's.

**TAIL LIGHT.** On right side (std. on Courier).

**SPARE TIRE.** For F-250 and F-350 (except dual option).

**FULL-WRAP REAR WINDOW.** 823.5 sq. in., available on every cab. Includes bright-metal reveal moldings around rear window, side windows and windshield.

**TWO-TONE PAINT.** Custom Cabs and Custom F-100 Panel only. Any standard Ford color plus Colonial White top.

**THERMOSTATICALLY CONTROLLED FAN.** For *Cargo King* Y-8 or *Torque King* Y-8 engines.



# CONDENSED CHASSIS SPECIFICATIONS OF '56 FORD TRUCKS...

LINE		CONVENTIONAL — F-SERIES											TANDEM
SERIES	COURIER	F-100	F-250	F-350	F-500	F-600	F-700	F-750	F-800	F-900	T-700		
RATING	Max. G.V.W. (Max. G.C.W.), Lbs.	4600	5000	7400	9800	15000 (25000)	18000 (32000)	21000 (35000)	21000 (42000)	24000 (48000)	29000 (55000)	28000 (45000)—175-h.p. Y-8 or 168-h.p. Y-8	
REAR TIRE SIZE FOR MAX. G.V.W.	p.r. = Ply Rating	7.10-15 6-p.r.	6.50-16 6-p.r.	8-19.5 8-p.r.	8-17.5 8-p.r. Dual	8-22.5 8-p.r. Dual	10 x 22.5 10-p.r. Dual	10 x 22.5 10-p.r. Dual	10 x 22.5 10-p.r. Dual	11 x 22.5 12-p.r. Dual	12 x 22.5 14-p.r. Dual	9 x 22.5 10-p.r.	
AXLE, FRONT (Set Back, Wide Tread)	Capacity, Lbs. Tread (Std. Tires), In.	2250 58.0	2600 60.6	2600 60.6	3200 62.3	4000 63.9	4600 62.9	6000 70.4	7000 69.0	9000 70.5	6000 70.5	6000 68.3	
AXLE, REAR A = For Complete Bogey 1/2 Fl. = Semi-floating Full Fl. = Full Floating Sp. Bev. = Spiral Bevel R = Single Rear DR = Dual Rear Optional = Combined Ratio—Axles and Power Divider	Capacity, Lbs. Type Hypoid—1/2 Fl. Tread (Std. Tires), In. Available Axle Ratios (to 1) Type Axle Ratios (to 1)	3000 Hypoid—1/2 Fl. 56.0 4.09—4.27—3.54	3300 Hypoid—1/2 Fl. 60.0 3.92—3.73—4.09	5000 Hypoid—Full Fl. 62.0 4.86—4.56	7200 Hypoid—Full Fl. 63.4 R—65.0 DR 4.86—5.14—5.83	11000 Hypoid—Full Fl. 67.0 5.83—6.20	14000 Hypoid—Full Fl. 68.0 6.80—6.20—7.20	16000 Hypoid—Full Fl. 69.5 7.17	16000 Hypoid—Full Fl. 71.7 7.17	18000 Sp. Bev.—Full Fl. 71.7 7.17—7.67	21000 Sp. Bev.—Full Fl. 71.2 7.67	22000* Hypoid—Full Fl. 71.4 6.70*—7.79*	
BRAKES, SERVICE (Hydraulic) F = Front R = Rear	Size—Front, In. —Rear, In. Total Area (Sq. In.) Lining—Drum	11 x 2 1/4 11 x 2 192—293	11 x 2 11 x 1 1/2 179—259	12 1/2 x 2 12 1/2 x 2 198—304	12 1/2 x 2 13 x 2 1/2 231—355	13 x 2 1/4 15 x 4 366—561	16 x 2 1/4 15 x 4 444—697	16 x 2 1/4 15 x 5 444—697	16 x 2 1/4 15 x 5 485—729	Air Brakes Opt. F—16 x 2 1/4 R—16 1/2 x 5 1/2 534—796	16 x 2 1/4 16 x 6 542—829	16 x 2 1/4 15 x 4 625—980	
	Single Unit Vacuum Booster—Type—Size Optional Air-Over-Hydraulic Actuation of Std. Brakes	— —	Opt.—Diaphragm, 5 1/4	Opt.—Piston 6 1/4	Opt.—Piston 6 1/4	Opt.—Diaphragm, 8 1/4	Std.—Diaphragm, 8 1/4	Std.—Diaphragm, 10 1/4	Std.—Diaphragm, 10 1/4 Air Booster, 4 1/2	Std.—Diaphragm, 10 1/4 Air Booster, 4 1/2	Std.—Piston, 9 1/2	Std.—Piston, 9 1/2 Air Booster, 4 1/2	
ENGINES AVAILABLE		137-h.p. I-6, 173-h.p. Y-8 or 176-h.p. Y-8	133-h.p. Six or 167-h.p. Y-8	133-h.p. Six or 167-h.p. Y-8	133-h.p. Six or 167-h.p. Y-8	133-h.p. Six or 167-h.p. Y-8	133-h.p. Six or 167-h.p. Y-8	158-h.p. Y-8 or 168-h.p. Y-8	175-h.p. Y-8 or 186-h.p. Y-8	190-h.p. Y-8 or 200-h.p. Y-8	190-h.p. Y-8 or 200-h.p. Y-8	158-h.p. Y-8 175-h.p. Y-8 or 168-h.p. Y-8 186-h.p. Y-8	
CLUTCH (Gyro-Grip)	Diameter, In.—Friction Area (Sq. In.)	9.5—85.2 (Six) 10—85.5 (Y-8)	10—85.5 (Six) 10 1/2—96.2 (Y-8)	10—85.5 (Six) 10 1/2—96.2 (Y-8)	11—123.7	11—123.7	11—123.7	11 Heavy Duty—123.7	12—149.2	12—149.2	12—149.2	11 H.D.—123.7 12—149.2	
TRANSMISSION (Helical Synchro-Silent) H.D. = Heavy Duty OD = Overdrive = Auxiliary (All Helical Gears)	STANDARD—Type OPTIONAL—Type	3-Speed Overdrive, Fordomatic	3-Speed M.D. 3-Speed, 4-Speed, Overdrive, Fordomatic	3-Speed M.D. 3-Speed, 4-Speed, Overdrive, Fordomatic	4-Speed Heavy Duty 3-Speed	4-Speed	4-Speed	4-Speed	4-Speed	4-Speed	4-Speed	4-Speed	
DRIVE LINE		Straight-Line Drive, Open Tubular Propeller Shaft(s) and Needle Bearing Joint(s)											
FRAME (Parallel Channel)	Wheelbases, In. Max. Side Rail Dimensions, In.—Depth x Flange x Thickness Channel Reinforcement Section Modulus	115.5 4 x 2 x 0.106 — 1.808	110 5.92 x 2.25 x 0.15 — 2.65	118 6 x 2.25 x 0.19 — 3.34	130 7 x 2.75 x 0.212 — 5.27	130 154 7 x 2.77 9.25 x 2.94 x 0.25 x 0.25 6.24 9.45	130 154 172 9.25 x 2.94 x 0.25 Standard 13.83	132 144 156 175 192 9 x 3 x 0.25 Standard 13.83	132 144 156 175 192 9 x 3 x 0.25 Standard 13.83	132 144 156 175 192 9 x 3 x 0.25 Standard 13.83	132 144 156 175 192 9 x 3 x 0.25 Standard 13.83	144 156 175 192 9 x 3 x 0.25 Standard 13.83	
FUEL TANK	Gals. Capacity—Chassis 1 = Also Panel Cab	19—Under Floor 4.0 Dia. Coil	17—Inside Left Rail 42 x 1 7/8—8	17—Inside Left Rail 42 x 1 7/8—7	17—Inside Left Rail 45 x 2—7	24—Outside Left Rail 45 x 2—7	24—Outside Left Rail 45 x 2—8	24—Outside Left Rail 46 x 2.5—12	24—Outside Left Rail 46 x 2.5—12	24—Outside Left Rail 46 x 2.5—12	24—Outside Left Rail 46 x 2.5—12	24—Outside Left Rail 46 x 2.5—12	
SPRINGS, FRONT	Size (Length x Width), In.—No. Leaves	4.0 Dia. Coil	42 x 1 7/8—8	42 x 1 7/8—7	45 x 2—7	45 x 2—7	45 x 2—8	46 x 2.5—12	46 x 2.5—12	46 x 2.5—12	46 x 2.5—12	46 x 2.5—12	
SPRINGS, REAR	Size (Length x Width), In.—No. Leaves MAIN—Standard AUXILIARY—Size (Length x Width), In.—No. Leaves	Type 53 x 2—7 —	Single Stage 52 x 2—6 (2-stage opt.)	Single Stage 48 x 2.25—9 (11 Opt.)	Single Stage 52 x 2.25—8 (10 opt.) Opt. 37 x 2.25—4 1/2	Sgl. Stage Std. (Aux. Opt.) 52 x 2.5—10 Opt. 37 x 2.5—6	Main and Auxiliary 52 x 2.5—10 37 x 2.5—6	Main and Auxiliary 52 x 3—13 37 x 3—7	Main and Auxiliary 52 x 3—13 37 x 3—7	Main and Auxiliary 52 x 3—13 37 x 3—7	Main and Auxiliary 52 x 3—13 37 x 3—7	Main and Auxiliary 52 x 3—13 37 x 3—7	
WHEELS AND RIMS c.s. = 4 cast spoke wheels and 7 demountable rims d = 6 cast spoke wheels and 11 rims d. = disc wheels with integral rims	Number—Size: Standard Optional	5—15 x 5K —	5—15 x 5K 5—16 x 4 1/2 K	5—16 x 6L 5—17.5 x 5.25 5—19.5 x 5.25	5—17.5 x 5.25 5—19.5 x 5.25	7—22.5 x 5.25 7—22.5 x 6.0 7—22.5 x 6.75	c.s.—22.5 x 6.0 c.s.—22.5 x 6.5 c.s.—22.5 x 7.5 7d.—22.5 x 7.5 or 8.25 7d.—22.5 x 7.5 or 8.25	c.s.—22.5 x 6.75 c.s.—22.5 x 7.5 7d.—22.5 x 7.5 7d.—22.5 x 7.5 or 8.25	c.s.—22.5 x 6.75 c.s.—22.5 x 7.5 7d.—22.5 x 7.5 7d.—22.5 x 7.5 or 8.25	c.s.—22.5 x 6.75 c.s.—22.5 x 7.5 7d.—22.5 x 7.5 7d.—22.5 x 7.5 or 8.25	c.s.—22.5 x 7.5 c.s.—22.5 x 8.25 7d.—22.5 x 7.5 or 8.25 7d.—22.5 x 7.5 or 8.25	c.s.—22.5 x 6.0 7d.—22.5 x 6.75	
TIRES F = Front R = Single Rear D.R. = Dual Rear S = Spare Optional equipment, shown in bold face italics, is available at extra cost.	Size—Ply Rating: Standard Optional	6.70 x 15—4 F. R. & S. 7.10 x 15—4 F. R. & S. 7.10 x 15—6 F. R. & S.	6.70 x 15—4 F. R. & S. 6.70 x 15—6 F. R. & S. 6.50 x 16—6 F. R. & S.	6.50 x 16—6 F. & R. 7.00 x 16—6 F. & R. 8 x 17.5—6 F. & R. 8 x 19.5—8 F. & R.	8 x 17.5—6 F. & R. 8 x 17.5—8 F. & R. 8 x 19.5—8 F. & R. 8 x 17.5—6 F. & D. R.	7 x 22.5—6 F. & D. R. 7 x 22.5—8 F. & D. R. 8 x 22.5—8 F. & D. R. 8 x 22.5—8 F. & D. R. 9 x 22.5—10 F. & D. R. 9 x 22.5—10 F. & D. R.	8 x 22.5—8 F. & D. R. 8 x 22.5—8 F. & D. R. 9 x 22.5—10 F. & D. R. 9 x 22.5—10 F. & D. R. 9 x 22.5—10 F. & D. R. 9 x 22.5—10 F. & D. R.	8 x 22.5—8 F. & D. R. 8 x 22.5—8 F. & D. R. 9 x 22.5—10 F. & D. R. 9 x 22.5—10 F. & D. R. 9 x 22.5—10 F. & D. R. 9 x 22.5—10 F. & D. R.	9 x 22.5—10 F. & D. R. 10 x 22.5—10 F. & D. R. 10 x 22.5—10 F. & D. R. 10 x 22.5—10 F. & D. R. 10 x 22.5—10 F. & D. R. 10 x 22.5—10 F. & D. R.	10 x 22.5—10 F. & D. R. 11 x 22.5—12 F. & D. R. 11 x 22.5—12 F. & D. R. 11 x 22.5—12 F. & D. R. 11 x 22.5—12 F. & D. R. 11 x 22.5—12 F. & D. R.	11 x 22.5—12 F. & D. R. 12 x 22.5—12 F. & D. R. 12 x 22.5—12 F. & D. R. 12 x 22.5—12 F. & D. R. 12 x 22.5—12 F. & D. R. 12 x 24.5—12 F. & D. R.	8 x 22.5—8 F. & D. R. 9 x 22.5—10 F. & D. R.	

**BODY LENGTH RANGE FROM  
5 1/2 TO 19 FT.**

**PAYLOAD CAPACITY (including Body)  
FROM 2,060 lbs. to 32,160 lbs.**

**F-, T-, and C-Series—  
Chassis with Cab.  
B-Series—Chassis with Cowl.  
P-Series—Chassis with Windshield  
Front End**

SERIES	WHEELBASE (Inches)	BODY LENGTH (Feet)	BODY & PAYLOAD (Pounds)*
F-100	110	5 1/2- 6 1/2	2050
F-250	118	—	3970
F-350	130	7 1/2- 9	4315 (Single tires) 5975 (Dual tires)
F-500	130	7 1/2- 9	10495
	154	10 -13	10320
F-600	130	7 1/2- 9	12980
	154	10 -13	12915
	172	13 -16	12820
F-700	132	7 1/2- 9	15330
	144	9 -11	15240
	156	10 -13	15060
	175	13 -16	14875
	192	16 -19	14810
F-750	132	7 1/2- 9	15080
	144	9 -11	15020
	156	10 -13	14960
	175	13 -16	14865
	192	16 -19	14630

SERIES	WHEELBASE (Inches)	BODY LENGTH (Feet)	BODY & PAYLOAD (Pounds)*
F-800	132	7 1/2- 9	17445
	144	9 -11	17370
	156	10 -13	17310
	175	13 -16	17240
	192	16 -19	17135
F-900	132	7 1/2- 9	22180
	144	9 -11	22100
	156	10 -13	21980
	175	13 -16	21870
	192	16 -19	21620
T-700	144	9 -11	20150
	156	10 -13	20090
	175	13 -16	19995
	192	16 -19	19860
T-750	144	9 -11	26865
	156	10 -13	26790
	175	13 -16	26680
	192	16 -19	26570
T-800	144	9 -11	32160
	156	10 -13	32085
	175	13 -16	31975
	192	16 -19	31865

SERIES	WHEELBASE (Inches)	BODY LENGTH (Feet)	BODY & PAYLOAD (Pounds)*
C-500	110	7 1/2- 9	10155
	134	10 -13	10030
	158	14 -17	9855
C-600	110	7 1/2- 9	12935
	134	10 -13	12790
	158	14 -17	12635
C-700	116	8 -10	15030
	132	10 -12 1/2	14940
	156	14 -16 1/2	14800
C-750	116	8 -10	14875
	132	10 -12 1/2	14785
	156	14 -16 1/2	14645
C-800	116	8 -10	17390
	132	10 -12 1/2	17280
	156	14 -16 1/2	17160
C-900	116	8 -10	21965
	132	10 -12 1/2	21860
	156	14 -16 1/2	21735

SERIES	WHEELBASE (Inches)	BODY LENGTH (Feet)	BODY & PAYLOAD (Pounds)*
B-500	154	UP to 36 PASS.	8925
B-600	192	UP to 48 PASS.	13040
	220	55 PASS.	12965
B-700	245	66 PASS.	15050
B-750	245	66 PASS.	14875
P-350	104	7 - 9	4830
	122	9 1/2- 11 1/2	4775
P-500	130	10 1/2- 12 1/2	10578

\*Truck "Body and Payload" figures are based on maximum GVW less curb weight of unit with max. size rear tires but without allowance for special equipment or driver.



FROM PICKUPS TO BIG JOBS... EVERY ONE WITH TRIPLE ECONOMY!

T-SERIES				CAB FORWARD—C-SERIES								PARCEL DELIVERY—P-SERIES				SCHOOL BUS—B-SERIES												
T-730		T-800		C-500		C-600		C-700		C-750		C-800		C-900		P-350		P-500		B-500		B-600		B-700		B-750		
36000 (55000)		42000 (65000)		15000 (25000)		18000 (32000)		21000 (35000)		21000 (42000)		24000 (48000)		29000 (55000)		8000		15000		13000		18000		21000		21000		
10 x 22.5 10-p.r.		11 x 22.5 12-p.r.		8 x 22.5 8-p.r. Dual		10 x 22.5 10-p.r. Dual		10 x 22.5 10-p.r. Dual		10 x 22.5 10-p.r. Dual		11 x 22.5 12-p.r. Dual		12 x 22.5 14-p.r. Dual		8 x 19.5 8-p.r.		8 x 22.5 8-p.r. Dual		7 x 22.5 8-p.r. Dual		10 x 22.5 10-p.r. D. R.		10 x 22.5 10-p.r. Dual		10 x 22.5 10-p.r. Dual		
9000		9000 (11000)		4600		4600		7000		7000		7000		9000		3200		4600		4000		4600		6000		6000		
71.6		71.6		68.4		67.4		71.9		70.5		70.5		70.7		62.3		64.0		63.9		62.7		70.4		68.8		
28000		34000		11000		14000		16000		16000		18000		21000		5000		11000		11000		14000		16000		16000		
Sp. Bev.—Full Fl.		Sp. Bev.—Full Fl.		Hypoid—Full Fl.		Hypoid—Full Fl.		Hypoid—Full Fl.		Hypoid—Full Fl.		Sp. Bev.—Full Fl.		Sp. Bev.—Full Fl.		Hypoid—Full Fl.		Hypoid—Full Fl.		Hypoid—Full Fl.		Hypoid—Full Fl.		Hypoid—Full Fl.		Hypoid—Full Fl.		
70.8		71.8		67.0		68.0		69.4		69.4		71.7		71.2		62.0		62.7R—66.5DR		66.5		67.1		69.5		69.5		
7.79*—7.07*		8.60*—7.80*		5.83—6.20		6.20—6.80		7.17		7.17		7.17—7.67		7.67		4.88		6.20—6.80		5.83—6.20		6.80—6.20—7.20		7.17		7.17		
				2-Speed Planet		2-Speed Planet		2-Speed Planet		2-Speed Planet		2-Speed Planet		2-Speed Planet				2-Speed Planet		2-Speed Planet		2-Speed Planet		2-Speed Planet		2-Speed Planet		
				5.83/8.11		5.83/8.11—6.33/8.81		6.50/9.04		6.50/9.04		6.50/8.87—7.17/9.77		7.17/9.77				5.83/8.11		5.83/8.11		5.83/8.11—6.33/8.81		6.50/9.04		6.50/9.04		
16 x 2 1/4		16 x 2 1/4		Air Brakes Opt. F—16 x 2 1/4 R—16 1/2 x 3 1/2 916—1367		13 x 2 1/4		13 x 2 1/4		16 x 2 1/4		16 x 2 1/4		16 x 2 1/4		Air Brakes Opt. F—16 x 2 1/4 R—16 1/2 x 3 1/2 542—829		12 1/2 x 2		13 x 2 1/4		13 x 2 1/4		16 x 2 1/4		16 x 2 1/4		
15 x 5		16 x 5		837—1232		15 x 4		15 x 4		15 x 5		15 x 5		16 x 6		16 x 6		12 1/2 x 2		15 x 4		15 x 4		15 x 5		15 x 5		
756—1170		837—1232		Std.—Tandem Piston, 9 1/2		366—561		366—561		444—697		444—697		485—729		542—829		198—304		366—561		366—561		444—697		444—697		
Std.—Tandem Piston, 9 1/2		Std.—Tandem Piston, 9 1/2		Opt.—Diaphragm, 8 1/2		Std.—Diaphragm, 8 1/2		Std.—Diaphragm, 10 1/4		Std.—Diaphragm, 10 1/4		Std.—Diaphragm, 10 1/4		Std.—Piston, 9 1/2		Opt.—Piston, 6 1/4		Opt.—Diaphragm, 8 1/2		Opt.—Diaphragm, 8 1/2		Std.—Diaphragm, 8 1/2		Std.—Diaphragm, 10 1/4		Std.—Diaphragm, 10 1/4		
												Air Booster, 4 1/2														Air Booster, 4 1/2		
190 h.p. Y-8 or 200 h.p. Y-8		190 h.p. Y-8 or 200 h.p. Y-8		167 h.p. Y-8		167 h.p. Y-8		158 h.p. Y-8 or 168 h.p. Y-8		158 h.p. Y-8 or 168 h.p. Y-8		175 h.p. Y-8 or 186 h.p. Y-8		190 h.p. Y-8 or 200 h.p. Y-8		190 h.p. Y-8 or 200 h.p. Y-8		133 h.p. Six		133 h.p. Six		133 h.p. Six or 167 h.p. Y-8		158 h.p. Y-8 or 168 h.p. Y-8		175 h.p. Y-8		
12—149.2		12—149.2		11—123.7		11—123.7		11 Heavy Duty—123.7		12—149.2		12—149.2		12—149.2		12—149.2		11—123.7		11—123.7		11 Heavy Duty—123.7		11 Heavy Duty—123.7		12—149.2		
H.D. 5-Speed Direct		H.D. 5-Speed Direct		4-Speed		4-Speed		4-Speed		M.D. 5-Speed Direct		H.D. 5-Speed Direct		H.D. 5-Speed Direct		H.D. 5-Speed Direct		Heavy Duty 3-Speed		Heavy Duty 3-Speed		4-Speed		4-Speed		4-Speed		
3-Speed Aux. #		3-Speed Aux. #		—		5-Speed Overdrive 5-Speed Direct		M.D. 5-Speed Overdrive M.D. 5-Speed Direct		M.D. 5-Speed O.D.		H.D. 5-Speed O.D.		H.D. 5-Speed O.D.		H.D. 5-Speed O.D.		4-Speed, Fardomatic		4-Speed, Fardomatic		—		5-Speed Overdrive M.D. 5-Speed Direct		M.D. 5-Speed Overdrive M.D. 5-Speed Direct		
Ball Center Bearing(s) on all but 104-in. (P-350), 110-in. (F-100), 115.5-in. (Courier) and 144-in. (T-700, T-750 and T-800) Wheelbases																												
144	156	175	192	144	156	175	192	110	134	158	110	134	158	116	132	156	116	132	156	116	132	156	116	132	156	116	132	156
9.25 x 3.5 x 0.38				9.25 x 3.5 x 0.38				9.25 x 2.94 x 0.25				9.25 x 2.94 x 0.25				9.25 x 2.94 x 0.25				9.25 x 2.94 x 0.25				9.25 x 2.94 x 0.25				
Standard				Standard				Standard				Standard				Standard				Standard				Standard				
20.36				20.36				9.45				9.45				13.83				13.83				13.83				
18—Inside Cab				18—Inside Cab				18—Inside Cab				18—Inside Cab				18—Inside Cab				18—Inside Cab				18—Inside Cab				
46 x 2.5—12				46 x 2.5—12				45 x 2.25—8				45 x 2.25—8				46 x 2.5—12				46 x 2.5—12				46 x 2.5—12				
34 x 4—12				34 x 4—12				Sgt. Stage Std. (Aux. Opt.)				Main and Auxiliary				Main and Auxiliary				Main and Auxiliary				Main and Auxiliary				
9—22.5 x 6.75				9—22.5 x 6.75				52 x 2.5—10				52 x 3—13				52 x 3—13				52 x 3—13				52 x 3—13				
Hid.—22.5 x 6.75				Hid.—22.5 x 6.75				Opt. 37 x 2.5—6				37 x 2.5—6				37 x 2.5—6				37 x 2.5—6				37 x 2.5—6				
9—22.5 x 6.75				9—22.5 x 6.75				7—22.5 x 5.25				7—22.5 x 6.0				c.s.—22.5 x 6.0				c.s.—22.5 x 6.0				c.s.—22.5 x 6.0				





## '56 Ford Triple Economy Trucks . . . over 280 different models!

### CONVENTIONAL F SERIES

SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WHEEL BASES	PICKUP EXPRESS	PANEL	STAKE	PLAT-FORM	CHASSIS-CAB (CA)	CHASSIS-WDSH'D (WDA)	CHASSIS-COWL (CLA)	UNITS	TOTAL
<b>Courier</b>	4600	—	137-H.P. I-6 173, 176-H.P. Y-8	115.5	8'	8'	6½'	6½'	40.5"	71"	84"	1	2
			133-H.P. SIX									8	16
			167-H.P. Y-8									8	
<b>F-100</b>	5000	—	133-H.P. SIX	110	6½'	8'	6½'	6½'	40.5"	71"	84"	6	12
<b>F-250</b>	7400	—	167-H.P. Y-8	118	8'		7½'	7½'	48.5"	79"	92"	6	12
<b>F-350</b>	9800	—	133-H.P. SIX	130	9'		9'	9'	60.5"	91"	104"	6	12
<b>F-500</b>	15000	25000	167-H.P. Y-8	130			9'	9'	60.5" (TR.)	91"	104"	10	20
<b>F-600</b>	18000	32000	133-H.P. SIX	154			12'	12'	84.5"	115"	128"	10	52
			167-H.P. Y-8	130			9'	9'	60.5" (TR.)	91"	104"	20	
			158-H.P. Y-8	154			12'	12'	84.5"	115"	128"	20	
<b>F-700</b>	21000	35000	168-H.P. Y-8	172					102.5"	133"	146"	12	20
				132					60.5" (TR.)		104"	4	
				144					72.5" (TR.)		116"	4	
			158-H.P. Y-8	156					84.5"		128"	4	
			168-H.P. Y-8	175					103.5"		147"	4	
				192					120.5"		164"	4	
<b>F-750</b>	21000	42000		132					60.5" (TR.)		104"	4	20
				144					72.5" (TR.)		116"	4	
			175-H.P. Y-8	156					84.5"		128"	4	
			186-H.P. Y-8	175					103.5"		147"	4	
				192					120.5"		164"	4	
				132					60.5" (TR.)		104"	4	
<b>F-800</b>	24000	48000		144					72.5" (TR.)		116"	4	20
			190-H.P. Y-8	156					84.5"		128"	4	
			200-H.P. Y-8	175					103.5"		147"	4	
				192					120.5"		164"	4	
				132					60.5" (TR.)		104"	4	
				144					72.5" (TR.)		116"	4	
<b>F-900</b>	29000	55000		156					84.5"		128"	4	20
			190-H.P. Y-8	175					103.5"		147"	4	
			200-H.P. Y-8	192					120.5"		164"	4	
				132					60.5" (TR.)		104"	4	

### TANDEM AXLE T SERIES

SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WHEELBASES	CHASSIS CAB (CA)	UNITS	TOTAL
<b>T-700</b>	28000	45000	158-H.P. Y-8	144	72.5" (TR.)	4	16
			168-H.P. Y-8	156	84.5"	4	
			175-H.P. Y-8	175	103.5"	4	
			186-H.P. Y-8	192	120.5"	4	
<b>T-750</b>	36000	55000		144	72.5" (TR.)	2	8
			190-H.P. Y-8	156	84.5"	2	
			200-H.P. Y-8	175	103.5"	2	
				192	120.5"	2	
<b>T-800</b>	42000	65000		144	72.5" (TR.)	2	8
			190-H.P. Y-8	156	84.5"	2	
			200-H.P. Y-8	175	103.5"	2	
				192	120.5"	2	

TOTAL 194

TOTAL 32

### CAB FORWARD C SERIES

SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WHEELBASES	STAKE	PLATFORM	CHASSIS-CAB (CA)	UNITS	TOTAL
<b>C-500</b>	15000	25000	167-H.P. Y-8	110			60" (TR.)	1	3
				134			84"	1	
				158			108"	1	
<b>C-600</b>	18000	32000	167-H.P. Y-8 158-H.P. Y-8 168-H.P. Y-8	110			60" (TR.)	3	15
				134	12"	12"	84"	9	
				158			108"	3	
<b>C-700</b>	21000	35000	158-H.P. Y-8 168-H.P. Y-8	116			66" (TR.)	2	6
				132			82"	2	
				156			106"	2	
<b>C-750</b>	21000	42000	175-H.P. Y-8 186-H.P. Y-8	116			66" (TR.)	2	6
				132			82"	2	
				156			106"	2	
<b>C-800</b>	24000	48000	190-H.P. Y-8 200-H.P. Y-8	116			66" (TR.)	2	6
				132			82"	2	
				156			106"	2	
<b>C-900</b>	29000	55000	190-H.P. Y-8 200-H.P. Y-8	116			66" (TR.)	2	6
				132			82"	2	
				156			106"	2	

TOTAL 42

### PARCEL DELIVERY P SERIES

SERIES	MAX. GVW (LBS.)	ENGINES AVAILABLE	WHEELBASES	CHASSIS WDSH'D FRONT END*	STRIPPED CHASSIS†	UNITS	TOTAL
<b>P-350</b>	8000	133-H.P. SIX	104	87.5"	80.3"	2	4
<b>P-500</b>	15000	133-H.P. SIX	122	105.5"	98.3"	2	2
<b>P-600*</b>	17000	133-H.P. SIX	130	113.5"	106.3"	2	2

TOTAL 8

### SCHOOL BUS B SERIES

SERIES	CAPACITY RANGE	MAX. GVW (LBS.)	ENGINES AVAILABLE	WHEELBASES	CHASSIS-COWL (CLA)	UNITS	TOTAL
<b>B-500</b>	UP TO 36 PASS.	13000	133-H.P. SIX OR 167-H.P. Y-8	154	128"	2	2
<b>B-600</b>	UP TO 48 PASS.	18000	133-H.P. SIX, 167-H.P. Y-8, 158-H.P. Y-8 OR 168-H.P. Y-8	192	166"	4	8
	55 PASS.			220	194"	4	
<b>B-700</b>	66 PASS.	21000	158-H.P. Y-8 OR 168-H.P. Y-8	245	205"	2	2
<b>B-750</b>	66 PASS.	21000	175-H.P. Y-8	245	205"	1	1

(CA)—Back of Cab to ♀ Rear Axle. (WDA)—Windshield to ♀ Rear Axle. (CLA)—Back of Cowl to ♀ Rear Axle.

\*On special order only. †With Single Rear Tires only (up to 8 x 19.5-8). (TR.)—Or Tractor. §With 175 or 186-H.P. Y-8 engines.

•Dimensions—Door Pillar to ♀ Rear Axle. ‡Dimensions—Steering Wheel to ♀ Rear Axle.

TOTAL 13

GRAND TOTAL 289

**FORD** Division of **FORD MOTOR COMPANY**

**DEARBORN, MICHIGAN**