

FORD

TI LT CAB TRUCKS

SERIES C-550 • C-600 • C-700 • C-750 • C-800 • C-900



**Modern
through and
through!**

**For '57 and the years ahead FORD TRUCKS COST LESS . . .
less to own . . . less to run . . . last longer, too!**

Canada's Lowest-Priced* *TI LT CAB* Line

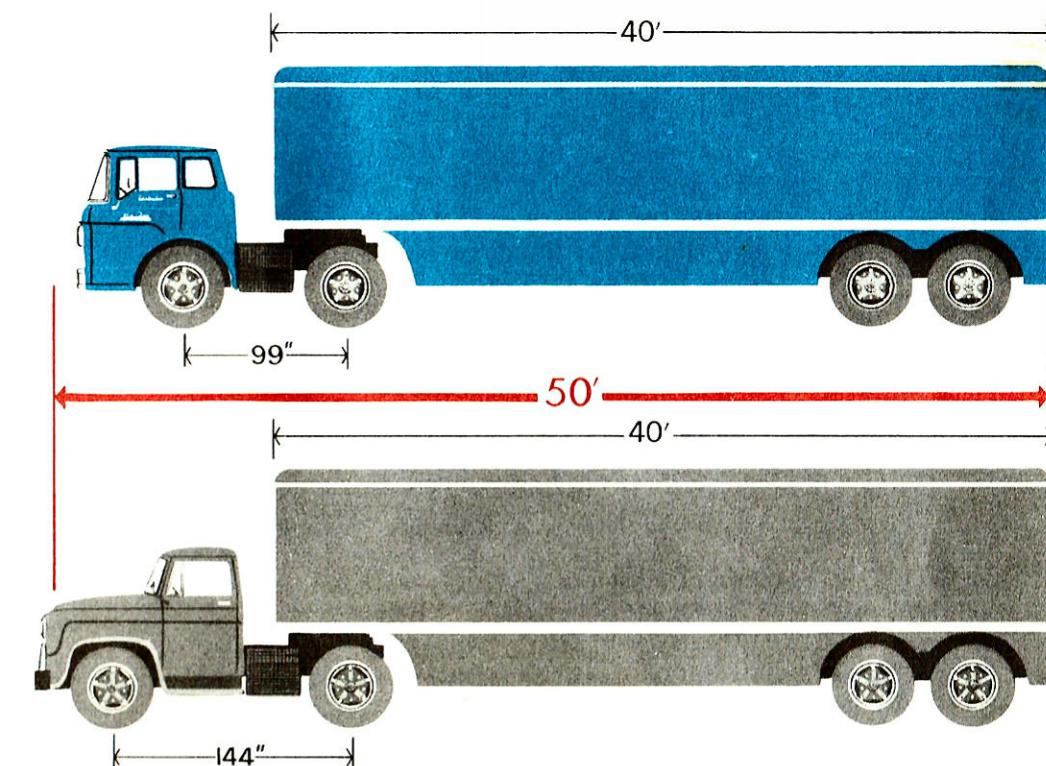


Boldly modern, Ford new Tilt Cab C-models present the ultimate in driver comfort, visibility and ventilation, and offer hauling advantages that are far superior to those of conventional trucks.

*Based upon a comparison of suggested retail list prices

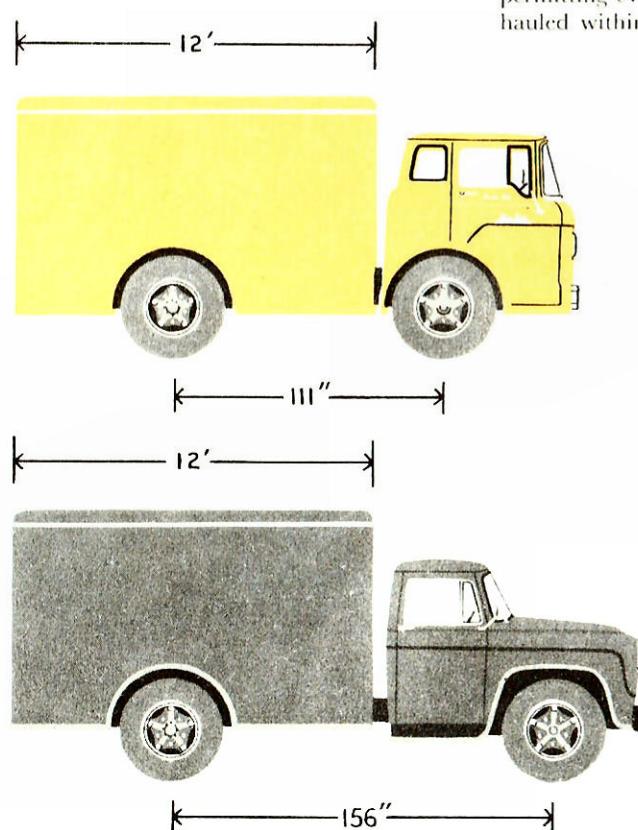
FORD TI LT CAB design cuts over-all length . . .

New Ford Tilt Cabs, with boldly modern, functional styling, are designed to put you miles and money ahead! And thanks to Ford's volume mass production, they're Canada's lowest-priced* Tilt Cab trucks — by far! One look tells you there's something really new and superior about these trucks, and the boldly modern styling you see just hints how truly deep-down modern they are. Broad, low and agile they provide remarkable handling ease. "Wide open" engine accessibility speeds maintenance, slashes costs. And how those modern Short Stroke V-8's respond! Yes Ford's modern Tilt Cab design goes deep-down to give you trucks that *Cost Less* . . . less to own . . . less to run . . . last longer, too. They drive easier, faster, carry bigger, more profitable loads.



All Ford C-Series models (top) have a nominal 80-inch front-of-bumper-to-back-of-cab dimension permitting even a square-nose 40-foot trailer to be hauled within a 50-foot over-all limit.

Halt! The conventional combination above just will not pass in many provinces. It means a shorter trailer with less loadspace, or the new Ford Tilt Cab tractor.



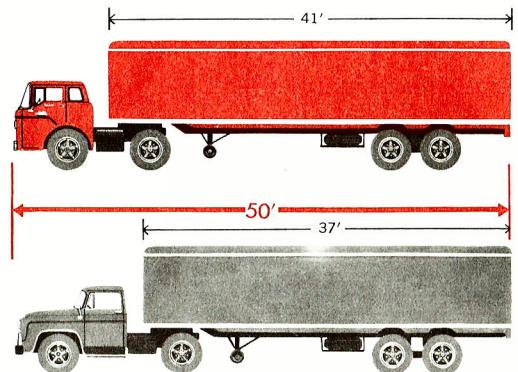
With straight trucks too, the shorter length story is the same. For crowded loading docks and city streets, modern Tilt Cabs carry the same size bodies with far less over-all length. Naturally, this reduced unit length means a shorter turning radius, easier parking and conservation of garage or lot space.

Shown at the left, a modern Tilt Cab straight truck chassis handily carries a 12-foot van body on an easily maneuverable 111-inch wheelbase. As you can see, it's several feet shorter than the conventional truck required to carry the same size body. Shorter over-all length makes handling simpler than you ever thought possible.

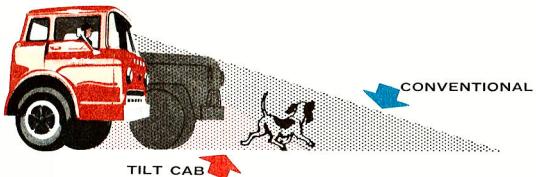
FORD TILT CAB design permits a longer load area and better weight distribution

LONGER TRAILERS

The payoff's in bigger payloads! The compact design of Ford's new C-Series Tilt Cabs brings you proper CA dimensions with short wheelbases and minimum tractor lengths. This design allows longer trailers (even 41-foot) within legal limits — up to 4 feet longer than conventional units. And the sturdier set-back front axle carries more of the tractor chassis weight, plus a greater share of the total trailer weight . . . allowing more of the payload to be carried on the tractor rear axle. This better weight distribution with more of the load on the tractor rear axle and longer trailers with more load area add up to *bigger, more profitable payloads every trip.*



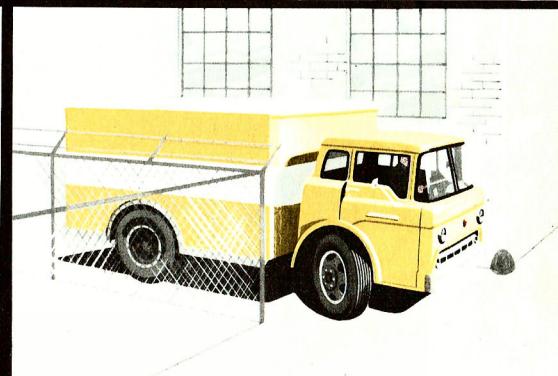
FORD TILT CAB design gives excellent visibility for safer driving



Tilt Cab's ground-vision distance (ahead of the bumper) is over 7 feet better than that of conventional trucks. This additional view of the road enables drivers to see and drive more safely under all traffic conditions.

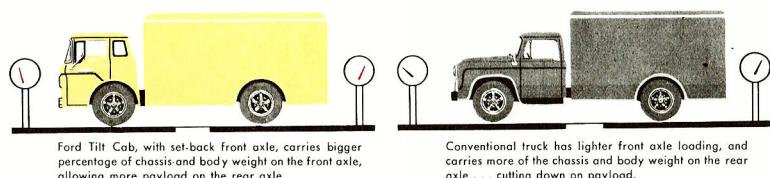
COMPACT DESIGN FOR BETTER MANEUVERABILITY

Ford's compact Tilt Cab design reduces wheelbases and over-all lengths, allowing a shorter turning radius for greater maneuverability in congested areas. They can turn in a 10- to 12-foot smaller circle than comparable conventional trucks. This exceptional maneuverability makes tight turns into docks or alleys faster and easier . . . cuts driving effort in backing and parking . . . slices minutes off every stop. Requires less garage space, too.



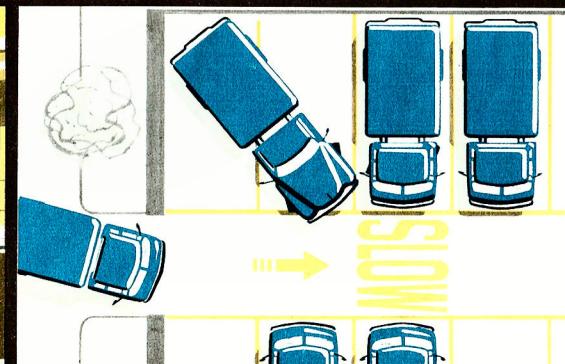
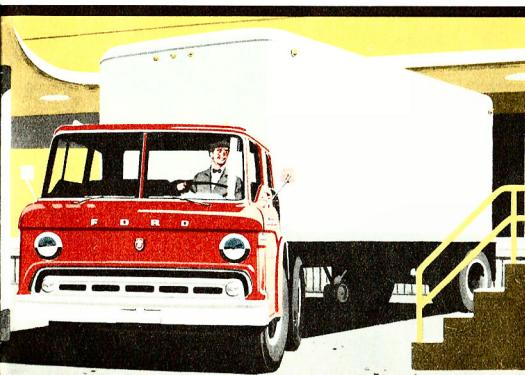
MORE LOAD

Here's new truck earning capacity . . . better weight distribution permits as much as 1,000 pounds more payload on the front axle than conventional trucks.

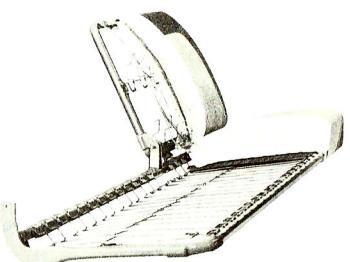


Ford Tilt Cab, with set-back front axle, carries bigger percentage of chassis and body weight on the front axle, allowing more payload on the rear axle.

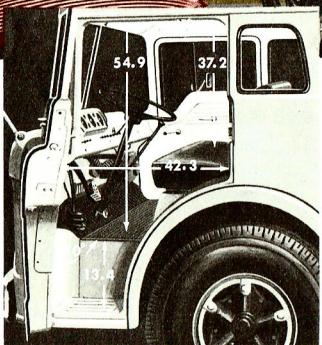
Conventional truck has lighter front axle loading, and carries more of the chassis and body weight on the rear axle . . . cutting down on payload.



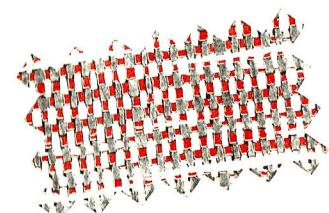
FORD TILT CAB design offers greater driver comfort and convenience



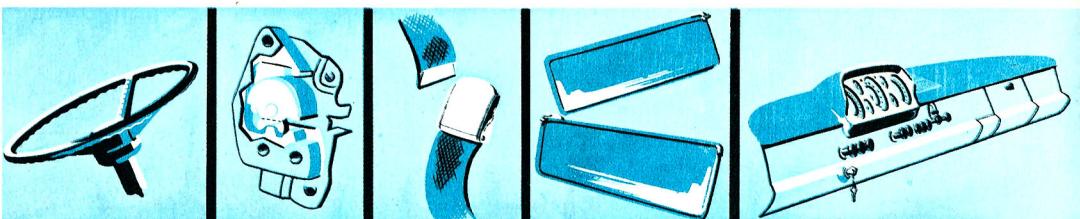
The Custom Cab (at upper left) features striking three-tone woven plastic upholstery in dark brown with two shades of gray and a brown vinyl bolster, perforated thermacoustic headlining plus cab insulation and sound deadener for quietness and many other refinements. The driver's section of seat (above) has 5 soft inches of foam rubber in cushion, $1\frac{1}{4}$ inches in seat back and comfortable fold-down arm rest. These and many more special-value features make the Custom Cab well worth its low extra cost.



Ford's Driverized Tilt Cabs are the most modern ever! They represent the ultimate in comfort, convenience, visibility and ventilation for the driver. Large two-piece windshield wraps around at sides and has a big 1,656-square inch glass area for wide-open view. New ventilation system brings in clean, fresh air that can be directed for driver and passenger comfort.



New, durable "free-breathing" woven plastic seat upholstery is cooler in hot weather, easy to clean and long wearing. Standard Cab has attractive brown and tan weave and brown vinyl bolster.

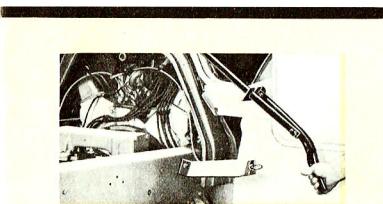


Lifeguard steering wheel is designed to give driver added protection against contact with the steering column in event of accident. And new Double-Grip Lifeguard door

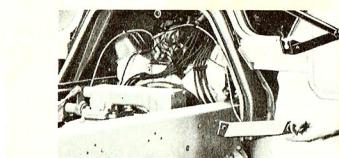
locks are also standard. Super-Cushion instrument panel and padded sun visors (Safety Package "A") are optional. Also, Ford seat belts are available. Dealer installed.

FORD TILT CAB design provides superior servicing ease and time-saving maintenance accessibility

Fast, complete engine accessibility . . . modern Ford Tilt Cab design makes possible big maintenance savings! All engine, clutch and transmission adjustments, tune-ups and repairs are made more easily and accurately—in much less time. The cab tilts forward in a matter of seconds exposing the engine for inspection and service. And this ease of inspection permits more frequent checks and prompt attention . . . *before service problems become serious.* Result—you gain time, save money and simplify maintenance.



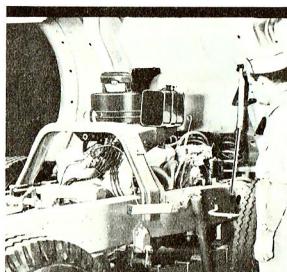
Step 1



Step 2

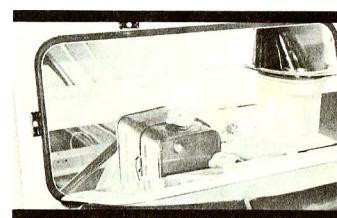


Step 3



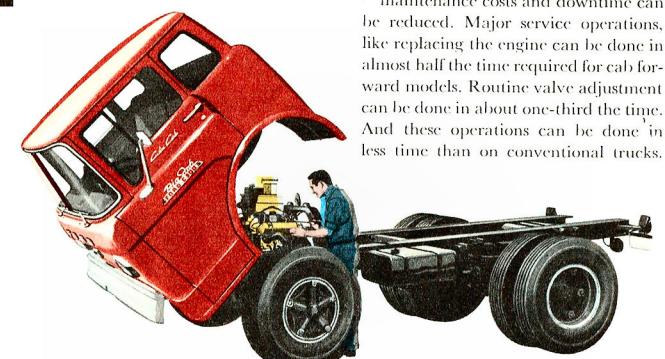
Engine, clutch, transmission and all engine accessories are exposed for convenient servicing or repair. Mechanics can stand right next to the engine and work in close without the aid of benches, stools or special equipment.

by pulling the convenient "T" handle. And the cab is then tilted by two balanced coil springs, guided by the operator. **Step 1** The main lock (large forged-steel hook sturdily mounted on channel cross-frame bridge) is released by a lever on the right rear of the cab, allowing cab to raise a slight distance. **Step 2** Now the cab is restrained by a second or safety lock. This safety lock is released



New service innovation for reaching engine water and oil filters. Handy access panel, located behind the passenger section of seat back, permits quick and easy water and oil service. Seat back is $1\frac{1}{3}$ - $2\frac{1}{3}$ type, and $\frac{2}{3}$ side tilts forward for convenient accessibility.

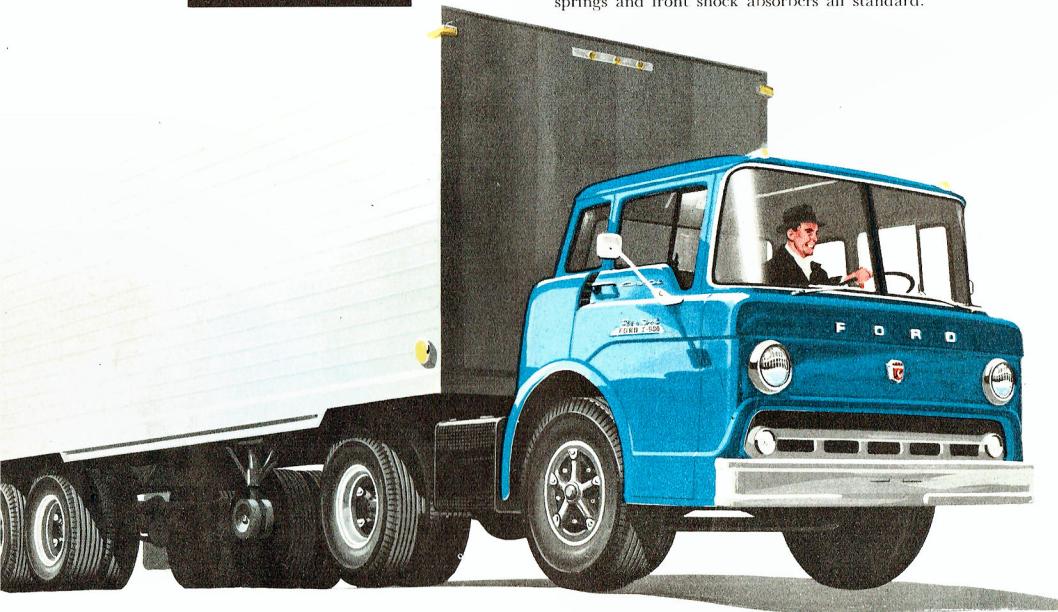
Maintenance advantages . . . because the Ford Tilt Cab design offers such quick and complete engine accessibility maintenance costs and downtime can be reduced. Major service operations, like replacing the engine can be done in almost half the time required for cab forward models. Routine valve adjustment can be done in about one-third the time. And these operations can be done in less time than on conventional trucks.



C-900

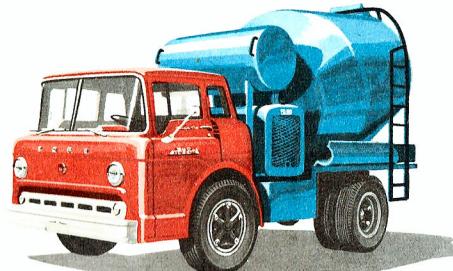
Max. GVW 30,000 lb.
Max. GCW 60,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 22,500 lb.
Wheelbases: 99, 111, 135
and 153 inches

King of the Extra Heavies! This powerhouse on wheels, with higher GVW and GCW ratings, hauls bigger loads at sustained highway speeds. Strong, new double-channel frame with 14.93 section modulus. Flashing Short Stroke power . . . new 212-hp 332 Heavy Duty V-8 standard. New Extra Heavy Duty 5-Speed transmission and full-air brakes available. New wide-track front axle, longer and wider front springs, longer rear springs and front shock absorbers all standard.

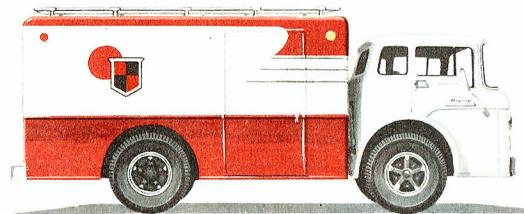


Ford C-900 tractor with *Custom Cab* and 99-inch wheelbase hauls 35-foot square-nose trailers within 45-foot over-all requirements.

Automatic transmission! New big-duty Transmatic Drive with six forward speeds optional in all Tilt Cab models! Available approximately June 1, 1957.



Concrete transit mixer on 111-inch wheelbase C-900. Compact and highly maneuverable with big load capacity. 212-hp HD V-8 with 4-barrel carburetor.



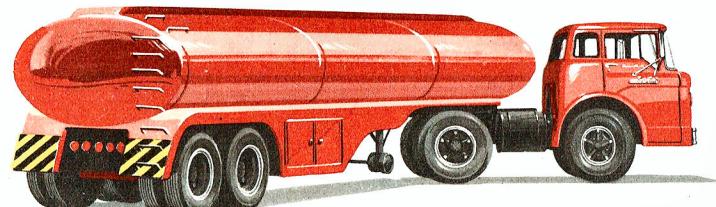
Attractive and functional beverage truck . . . it's the new C-900 with 135-inch wheelbase. Other wheelbases for special bodies from 9 to 20 feet in length.

Performance leader in its class! Powerful, new 212-hp 332 Heavy Duty V-8 engine standard for real peak performance. Rugged double-channel frame and new 9,000-pound capacity wide-track front axle and many other new features provide 2,000-pound greater GVW and GCW ratings . . . new maximum payloads!

Smooth riding and easy maneuverability are provided by new longer wider front springs, longer rear springs and double-acting, telescopic front shock absorbers standard. Full-air brakes and power steering are available. Wide range of wheelbases for special bodies from 9 to 20 feet long.



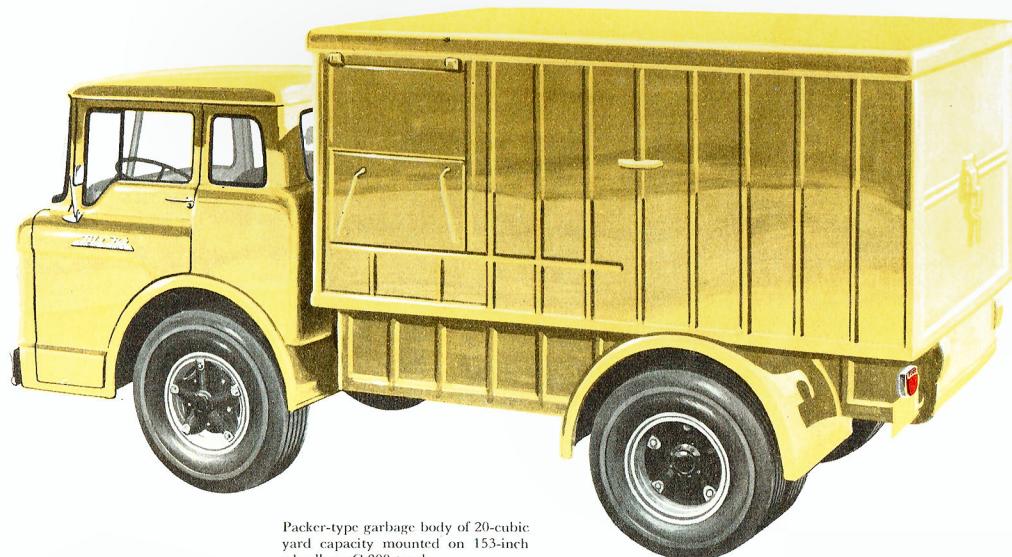
Ford C-800 with 10-foot, high-side dump body, 111-inch wheelbase.



New C-800 with tandem axle tank trailer. Tractor wheelbases, 99 or 111 inches.

C-800

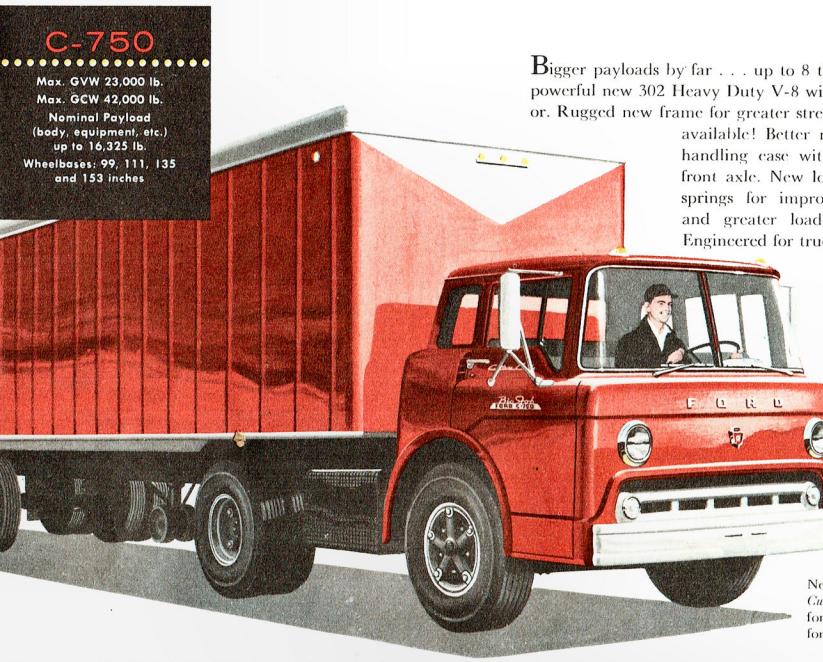
Max. GVW 26,000 lb.
Max. GCW 50,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 18,950 lb.
Wheelbases: 99, 111, 135
and 153 inches



Packer-type garbage body of 20-cubic yard capacity mounted on 153-inch wheelbase C-800 truck.

C-750

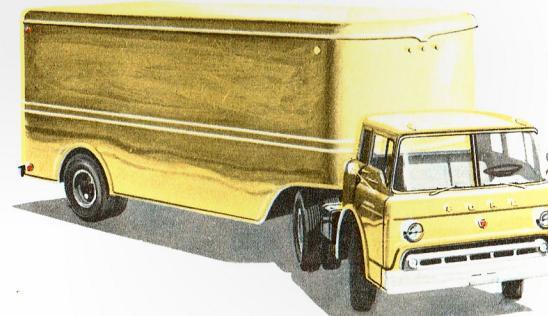
Max. GVW 23,000 lb.
Max. GCW 42,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 16,325 lb.
Wheelbases: 99, 111, 135
and 153 inches



Bigger payloads by far . . . up to 8 tons! And there's the powerful new 302 Heavy Duty V-8 with 4-barrel carburetor. Rugged new frame for greater strength. Full-air brakes available! Better maneuverability and handling ease with sturdy wide-track front axle. New longer front and rear springs for improved riding comfort and greater load carrying capacity. Engineered for true dependability.

C-600

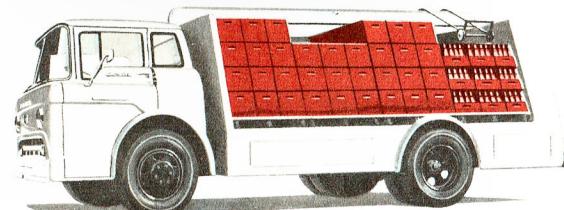
GVW 18,000 lb.
Opt. GVW 20,500 lb.*
GVW 29,000 lb.
Opt. GCW 32,000 lb.*
Nominal Payload
(body, equipment, etc.)
up to 14,675 lb.
Wheelbases: 99, 111, 135
and 153 inches



Highway-sure, C-600 tractor and furniture-van trailer . . . modern, fast mover.

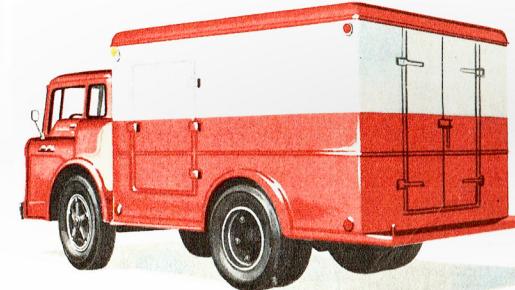
Get more work done faster with this new and agile two-tonner! Choice of modern V-8 Short Stroke power . . . 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8. Bigger payloads with optional 20,500-pound GVW and Heavy Duty components. Rugged new 6,000-pound wide-track, set-back front axle. New 5-Speed transmissions available. Four wheelbases for bodies up to 20 feet long.

Bottler's delight, 135-inch wheelbase C-600 with open pallet-type 15-foot bottler's body.

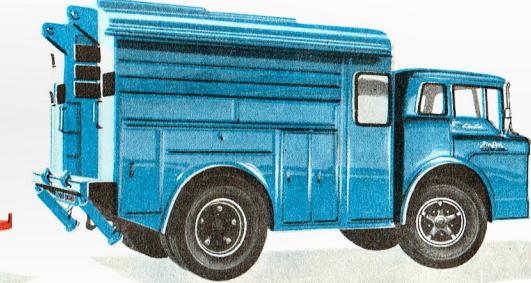


New higher horsepower for performance-plus! Choice of 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8.* Increased capacity, and new optional 23,000-pound GVW, with Heavy Duty components. New Synchro-Silent 5-Speed transmissions and 16,000-pound rear axles, Single- or 2-Speed, available. Four wheelbases for bodies 9 to 20 feet long. New longer springs, wide track front axle, stronger frame and front shock absorbers standard. The new C-700 models are designed for top performance and long-lasting durability.

Automatic transmission! New big-duty Transmatic Drive with six forward speeds optional in all Tilt Cab models! Available approximately June 1, 1957.



Ford C-700 with 12-foot refrigerated meat body, 111-inch wheelbase.

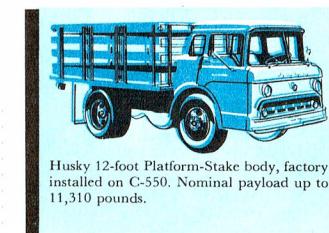


C-700 with Custom Cab and 13-foot line construction body on 135-inch wheelbase.

C-700

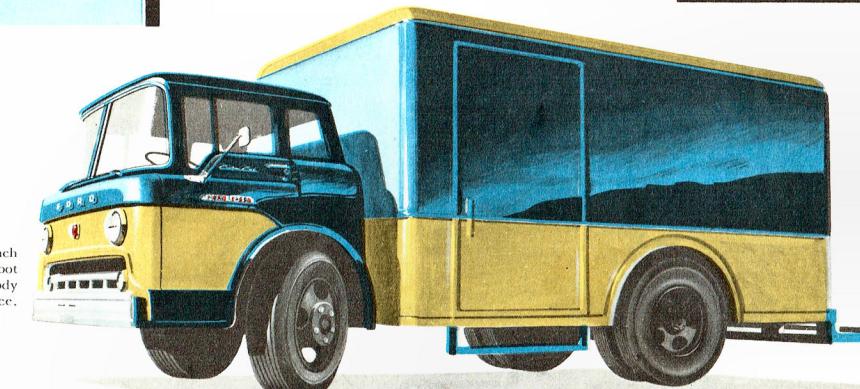
GVW 22,000 lb.
GCW 35,000 lb.
Opt. GVW 23,000 lb.*
Nominal Payload
(body, equipment, etc.)
up to 16,925 lb.
Wheelbases: 99, 111, 135
and 153 inches

*Optional rating requires—
16,000-lb. rear axle,
HD rear springs and
Heavy Duty V-8 engine.



Husky 12-foot Platform-Stake body, factory installed on C-550. Nominal payload up to 11,310 pounds.

Designed for new earning power! GVW up to 18,000 pounds. Higher horsepower with modern Short Stroke engines, new 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8 (with Transmatic Drive). Stronger more durable frame, larger front brakes, longer and wider springs for improved ride. Big capacity, 6,000-pound, wide-track front axle standard. 5-Speed transmissions and electric-shift 2-Speed rear axles available. The most rugged truck in its class!



Ford C-550, 111-inch wheelbase, with 12-foot closed beverage body for efficient service.

C-550

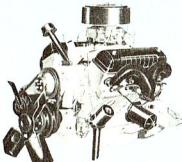
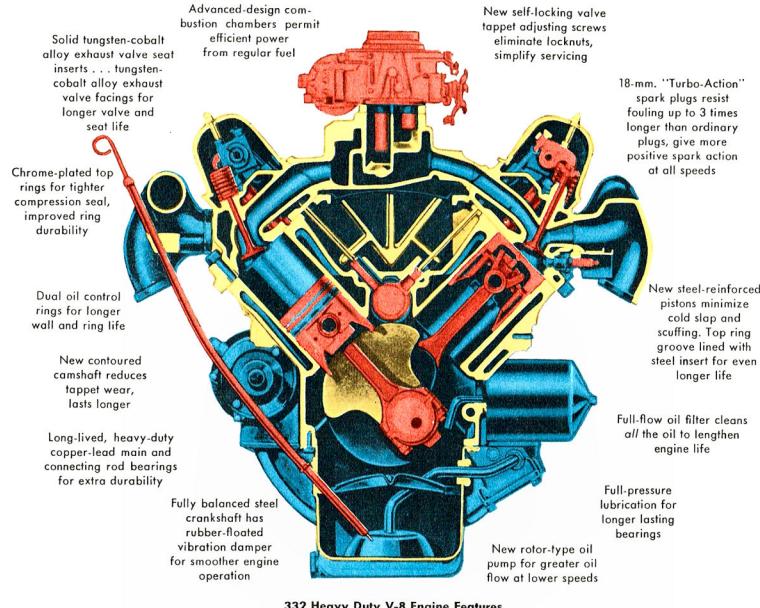
Max. GVW 18,000 lb.
Max. GCW 25,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 13,500 lb.
Wheelbases: 99, 111, 135
and 153 inches

FORD stretches engine life with SHORT STROKE design

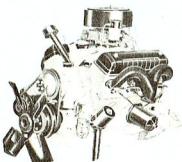
The most efficient power in trucks today—Ford Short Stroke engines. They reduce internal friction . . . save moving parts wear . . . save gas and oil . . . give you more usable power. And, most important of all, they last longer.

Ford's truly modern metallurgy, tooling and assembly methods make possible many other important advances. The forged-steel crankshaft* provides greater rigidity

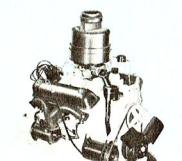
*Forged steel crankshaft used on 302 HD and 332 HD V-8's. Precision-molded alloy iron crankshaft used on 272 and 272 HD V-8's.



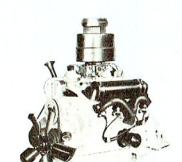
181-hp 272 V-8
(std.—C-550, C-600, C-700)
2-Barrel Carburetor
Brake Horsepower—181 @ 4400 rpm
Torque—262 lbs.-ft @ 2200-2700 rpm



178-hp 272 HD V-8
(opt.—C-550*, C-600, C-700)
4-Barrel Carburetor
Brake Horsepower—178 @ 3800 rpm
Torque—260 lbs.-ft @ 2100-2900 rpm
*With Transmatic drive only



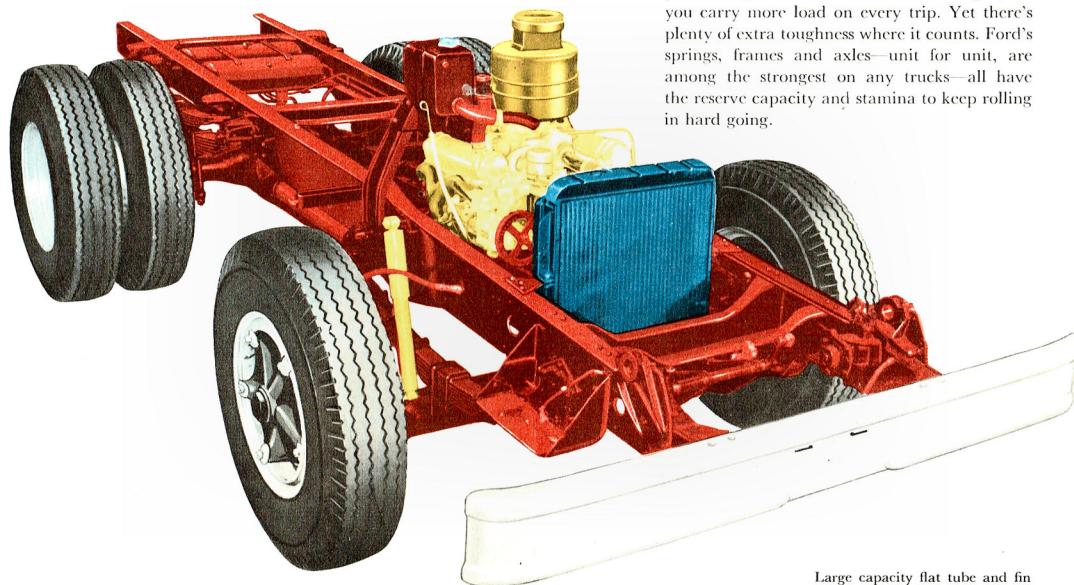
196-hp 302 HD V-8
(std.—C-750)
4-Barrel Carburetor
Brake Horsepower—196 @ 3800 rpm
Torque—299 lbs.-ft @ 2500 rpm



212-hp 332 HD V-8
(std.—C-800, C-900)
4-Barrel Carburetor
Brake Horsepower—212 @ 3800 rpm
Torque—328 lbs.-ft @ 2500 rpm

FORD TILT CABS handle bigger payloads with rugged chassis construction

New GVW and GCW ratings boost payload capacities of Ford's C-Series trucks to an all-time high! Ford's strong clean-cut chassis design pares away useless, unwanted dead weight, lets you carry more load on every trip. Yet there's plenty of extra toughness where it counts. Ford's springs, frames and axles—unit for unit, are among the strongest on any trucks—all have the reserve capacity and stamina to keep rolling in hard going.



Large capacity flat tube and fin radiator with spherical top tank gives high cooling efficiency. Durable U-type support.

Durable tie rod ends are spring-loaded, ball-socket type, with dust shields, for automatic wear take-up.

Rugged channel bumper attached directly to frame, for greater strength and rigidity.

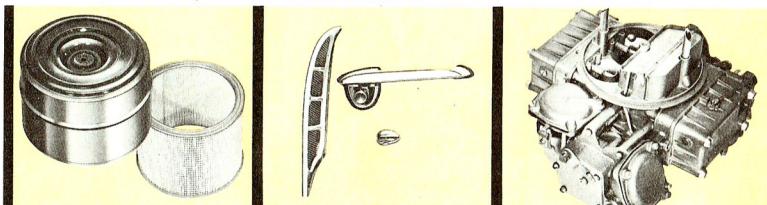
Wider front frame width of 38 inches permits low V-8 engine mounting with roomy engine accessibility.

High - capacity 12 - volt battery gives faster all-weather starting, more capacity to handle heavier electrical loads.

Synchro - Silent transmission is standard on all models for faster, easier shifting.

Straight-line drive with large-diameter tubular propeller shafts—gives smooth power flow.

Long, easy-action front springs have double-wrapped front eyes for greater safety.



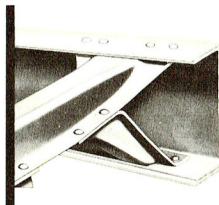
Super-Filter Air Cleaner with reusable cellulose-fiber dry element stops 95% of the dirt that would get through ordinary cleaners. Quick, easy servicing—simply tap any dirt out and element can be reused.

Engine Air Intake behind cab door for fresh air supply at all times. Standard thermostatic control regulates intake for best air temperature and greater efficiency with 302 and 332 HD V-8's.

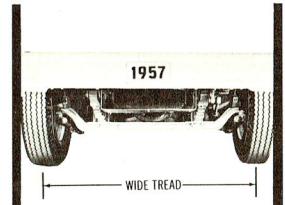
Four-Barrel Carburetor automatically regulates gas consumption for top economy under all conditions. Two primary barrels furnish fuel-air mixture normally required, second two barrels come in as needed for extra power.



New Hydraulic Clutch—works like hydraulic brakes to reduce foot pressure, make shifting easier. Minimizes clutch chatter, simplifies maintenance. Master cylinder is on driver's side of cowl.

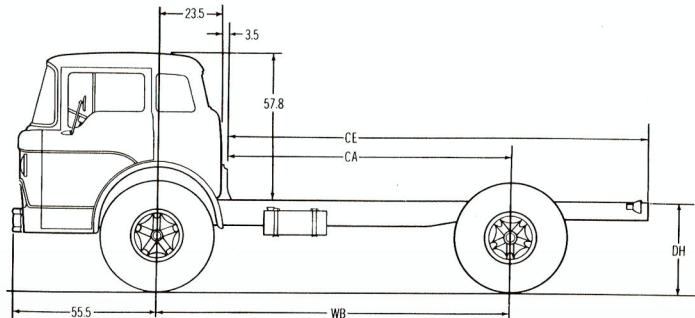


Deeper Double-channel Frame Rails—engineered for extra strength, highly resistant to twist and weave. Frame side rails have channel reinforcement between springs (C-750 and up).



New Front Axle—modified I-beam construction. High-capacity, wide-tread, set-back front axle provides greater load capacity, shorter turning, more steering stability.

FORD TRUCK ACCESSORIES AND OPTIONS



DIMENSIONS AND CHASSIS-CAB WEIGHTS

MODEL	WB (in.)	CA* (in.)	CE (in.)	Body Lengths (ft.)	H (in.) Empty	Curb Weights* (lb.)			H (in.) Empty	Curb Weights* (lb.)				
						Front	Rear	Total		Front	Rear	Total		
C-550 GVW 18,000 lb.	99	72	123.24	9-11	32.3	28.8	3780	1550	5330	33.8	30.3	3824	1730	5566†
	111	84	135.24	10-13	32.3	28.8	3790	1575	5365	33.8	30.3	3834	1755	5591†
	135	108	168.00	13-16	32.3	28.8	3820	1620	5440	33.8	30.3	3866	1800	5666†
C-600 GVW 18,000 lb. OPT. GVW 20,500 lb.	99	72	123.24	9-11	34.1	30.6	3867	1749	5616	34.8	31.3	3900	1877	5777†
	111	84	135.24	10-13	34.1	30.6	3877	1774	5651	34.8	31.3	3910	1902	5812†
	135	108	168.00	13-16	34.1	30.6	3907	1819	5726	34.8	31.3	3940	1947	5887†
C-700 GVW 22,000 lb. OPT. GVW 23,000 lb.	99	72	123.24	9-11	34.1	32.2	3942	1966	5908*	34.1	32.2	3978	2036	5994▲
	111	84	135.24	10-13	34.1	32.2	3952	1991	5943*	34.1	32.2	3988	2061	6029▲
	135	108	168.00	13-16	34.1	32.2	3982	2036	6018*	34.1	32.2	4018	2106	6104▲
C-750 GVW 23,000 lb.	99	72	123.24	9-11	33.3	31.5	4555	2010	6565	34	32.2	4581	2087	6658▲
	111	84	135.24	10-13	33.3	31.5	4565	2025	6590	34	32.2	4591	2102	6693▲
	135	108	168.00	13-16	33.3	31.5	4655	2090	6745	34	32.2	4681	2167	6848▲
C-800 GVW 26,000 lb.	99	72	123.24	9-11	35.1	32.9	4725	2180	6905	35.7	33.5	4725	2332	7057▲
	111	84	135.24	10-13	35.1	32.9	4735	2200	6935	35.7	33.5	4735	2352	7087▲
	135	108	168.00	13-16	35.1	32.9	4820	2265	7085	35.7	33.5	4820	2417	7234▲
C-900 GVW 30,000 lb.	99	72	123.24	9-11	36.1	33.7	4790	2530	7320	36.7	34.3	4790	2575	7365▲
	111	84	135.24	10-13	36.1	33.7	4800	2545	7345	36.7	34.3	4800	2590	7390▲
	135	108	168.00	13-16	36.1	33.7	4885	2615	7500	36.7	34.3	4885	2660	7545▲
	153	126	186.00	16-20	36.1	33.7	4925	2655	7580	36.7	34.3	4925	2700	7625▲

* CA dimensions are from back of saddle or rear of cab to centerline of rear axle.

*All weights are estimated. Curb weights include standard cab and equipment, full tank of fuel, oil and lubricants. § Tires for regular GVW. ¶ Tires for optional GVW. † Includes required power brakes.

†† Includes required 15,000-lb. rear axle and 7-leaf auxiliary rear springs. ^ Includes required type of HD rear springs. ** Includes required 16,000-lb. rear axle and 10-leaf HD rear springs.

CHASSIS-CAB EQUIPMENT AND COLOURS

Chassis with Standard Cab

In addition to items listed on specification page

Air Wing Ventilators in Doors	Horns: Twin Electric (C-700-C-900) Single Electric (C-550, C-600)
Ammeter	Inboard Cab Step
Ash Receptacle	Light Switch
Battery—55 amp-hr (C-550, C-600) 70 amp-hr (C-700 thru C-900)	Mechanical Jack (C-550, C-600)
Cab All-Weather Ventilation	Mirror, Rearview, Outside Left
Channel Front Bumper	Oil Pressure Gauge
Defroster Vents	Shock Absorbers, Front
Dispatch Box	Sound Deadener on Doors
Door Lock, Right Side	Spare Tire and Carrier
Fuel Gauge	Speedometer
Two-Piece Full-Wrap Windshield	Sun Visor, Left Side
Governor, Engine (HD V-8's)	Tachometer (302 and 332 HD V-8's)
Hand Throttle	Water Temperature Gauge
	Windshield Wipers, Dual Electric

STANDARD COLORS: Choice of Vermilion, Midnight Blue, Starmist Blue, Woodsmoke Gray, Raven Black, Colonial White, Meadow Green, Willow Green, Inca Gold or Prime (on cab, interior metal, inboard cab step and stake body). Painted Colonial White arc grille, including parking lights, outside mirror arm and bracket, and bumper. Headlight rims bright metal.

Custom Cab Features In addition to Standard Cab Equipment

INTERIOR

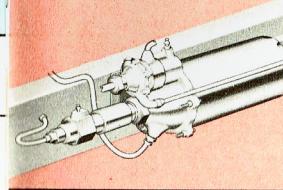
- Colour-keyed, three-tone upholstery with bolster on split seat back
- Full foam-rubber cushioning—5 inches in seat, 1 1/4 inches in driver's section of seat back
- Perforated thermacoustic headlining backed by 1/2-inch glass-wool insulation
- Sound deadener on floor and rear cab panel
- Fold-down arm rest on driver's side
- Large dome light with manual switch
- Two adjustable sun visors
- Illuminated cigar lighter

EXTERIOR

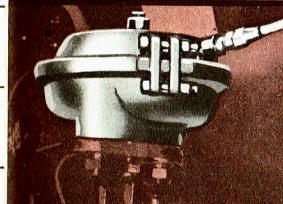
- "Custom Cab" emblem on each door
- Bright-metal reveal molding around windshield
- Matched key locks on both doors



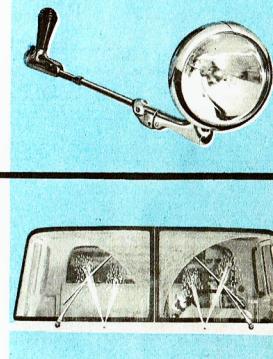
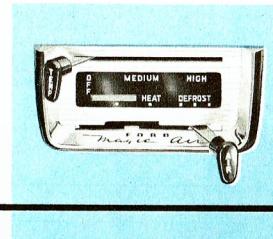
Master-Guide Power Steering—now available in C-750 through C-900 Series—cuts steering effort as much as 75%! Operative at all times, this Ford system saves wheeling time *everywhere!*



Air-Over-Hydraulic Brake System supplies air pressure to a 4 1/2-inch air booster, which multiplies hydraulic braking action instantly, smoothly . . . gives stopping ability needed for extra-heavy-duty work. Available on C-700 through C-900.



Sealed Beam Spotlight has big six-inch face and convenient control switch on handle. Can be located on right or left side to permit its powerful beam to be aimed in almost any direction.



ADDITIONAL FORD TRUCK ACCESSORIES

AND OPTIONAL EQUIPMENT

Air Cleaner—HD Super-Filter, 1,500 sq. in.
(C-550, C-600, C-700)

Arm Rest—Std. Cab

Battery—70 amp-hr (C-550, C-600)

Brakes—Vacuum Booster (C-550)

Cab—Custom

Cigar Lighter—Illuminated, Std. Cab

Clutch—11-inch HD (C-550, C-600)

Directional Turn Signals

Dome Light—Std. Cab

Dual Exhausts (302 and 332 HD V-8's)

Fan—HD 5-Blade (C-550 thru C-750)

Generators—30 amp. Low-Cut-In
40 amp. 600 watt; 50 amp. 750 watt;
60 amp. 900 watt

Glass—Tinted

Governor—For 181-hp 272 V-8

Heater and Defroster—Recirculating

Horns—Air (with Air-equipped C-700,
through C-900)

Jack—Hydraulic, 5- and 8-ton

Locking Gas Cap

Mirror—Right, Non-telescopic;
Left and Right, Telescopic
Full-view 6"x16"

Reflector Flares (3 in Kit) with Flags

Safety Package "A" and Seat Belts

Seat Covers

Shock Absorbers, Rear—Double-Acting,
Telescopic (C-550 and C-600)

Spotlight—Portable

Sun Visor—Right Side, Std. Cab

Tachometer (for 272 HD V-8's)

Taillight—Right Side

Thermostatically Controlled Carburetor
Air Intake (272 and 272 HD V-8's)

Tires—Tube-type

Tow Hooks, Front

Vacuum Reserve Tank—1,000 cu. in.

Specifications

C-700—GVW 22,000 LB.; OPT. 23,000 LB.*
—GCW 35,000 LB.

C-550—GVW 18,000 LB.
—GCW 25,000 LB.

C-600—GVW 18,000 LB.;
—GCW 29,000 LB.

OPT. 20,500 LB.*
OPT. 32,000 LB.*

C-750—GVW 23,000 LB.
—GCW 42,000 LB.

C-800—GVW 26,000 LB.
—GCW 50,000 LB.

C-900—GVW 30,000 LB.
—GCW 60,000 LB.

*With Heavy-Duty Equipment

ENGINES

272 V-8

272 HD V-8

302 HD V-8

332 HD V-8

Model Application	C-550, C-600, C-700 (Std.)	C-550*, C-600, C-700 (Opt.)	C-750 (Std.)	C-800, C-900 (Std.)
Displacement (cu. in.)	272	272	302	332
Bore x Stroke (in.)	3.62 x 3.30	3.62 x 3.30	3.62 x 3.66	3.80 x 3.66
Compression Ratio (to 1)	8.5	7.6	7.6	7.6
Max. Gross Horsepower @ rpm.	181 @ 4400	178 @ 3800	196 @ 3800	212 @ 3800
Max. Gross Torque (lbs.-ft @ rpm)	262 @ 2200-2700	260 @ 2100-2900	299 @ 2500	328 @ 2500
Governor (3600 rpm)	—	—	—	—
Carburetor	Two-Venturi, Downdraft	—	Vacuum, Rotor-Controlled	—
Oil Filter	—	—	Four-Venturi, Downdraft	—
Air Cleaner, Dry Element (sq. in.)	1200	1200	2400	2400

*With Transmatic Drive only

SERIES

C-550

C-600

C-700

C-750

C-800

C-900

A.XLE, FRONT (Set Back, Wide Tread)	Capacity, Lb.	6000	6000	7000	7000	9000	9000
--	----------------------	-------------	-------------	-------------	-------------	-------------	-------------

A.XLE, REAR	Capacity, Lb.	13000	14000 (15000)	15000 (16000)	16000	18000	21000
Full Fl. — Full floating Sp. Bev. — Spiral Bevel	Type	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Sp. Bev. Full Fl.	Sp. Bev. Full Fl.	Sp. Bev. Full Fl.

AVAILABLE AXLE RATIOS (TO 1)	5.83—6.20	6.20—6.80	7.20—7.70	7.17	7.17—7.57	7.67—7.71	7.67—7.77
TWO-SPEED	Type	2-Speed Planet (13000)	2-Speed Planet (14000)	2-Speed Planet (15-16000)	2-Speed Planet	2-Speed Planet	2-Speed Planet

AXLE RATIO (TO 1)	5.83/8.16-6.33/8.81	6.33/8.65-6.50/9.04	6.50/9.04	6.50/8.87-12.19/17.77	16 x 2 1/2	16 x 2 1/2	16 x 2 1/2
BRAKES, SERVICE (Hydraulic)	Size—Front, In.	14 x 2 1/2	14 x 2 1/2	16 x 2 1/2	16 x 2 1/2	16 x 2 1/2	16 x 2 1/2

* = C-750 Brakes w/16000-lb. axles	—Rear, In.	15 x 4	15 x 4	16 x 2 1/2	16 x 2 1/2	16 x 2 1/2	16 x 2 1/2
F = Front	Total Area (Sq. In.) Lining—Drum	388—597	388—597	15 x 4 1/2	R-16 1/2 x 4 1/2	16 x 5	F-16 x 2 1/2

R = Rear	Single Unit Vacuum Booster—Size	Opt.—Diaphragm, 8%	Std.—Diaphragm, 10%	Air Booster, 4 1/2	Std.—Diaphragm, 10%	Air Booster, 4 1/2	Air Booster, 4 1/2
OPTIONAL AIR-OVER-HYDRAULIC ACTUATION OF STD. BRAKES							

BRAKES, HAND DRUM	Driveshaft Size—Lining Area (Sq. In.)	7.81* x 2.5*—57.7	7.81* x 2.5*—57.7	9.5* x 3.0*—89.1	9.5* x 3.0*—89.1	10.5* x 3.0*—97.7*	10.5* x 3.0*—97.7*
* = w/ Transmatic Drive	Size—Lining Area (Sq. In.)	9.5* x 3.0*—89.1*	9.5* x 3.0*—89.1*	10.5* x 3.0*—97.7*	10.5* x 3.0*—97.7*	10.5* x 3.0*—97.7*	10.5* x 3.0*—97.7*

CLUTCH (Gyro-Grip)	Diameter, In.—Frictional Area (Sq. In.)	11—123.7	11—123.7	11 Heavy Duty—123.7	12—149.2	12—149.2	12—149.2
MD = Medium Duty	Ratio (to 1)—First	4-Speed	4-Speed	MD 5-Speed Direct	HD 5-Speed Direct	HD 5-Speed Direct	HD 5-Speed Direct

MD = Medium Duty	Ratio (to 1)—First	6.40	6.40	7.08	7.58	7.58	7.58
HD = Heavy Duty	Second	3.09*	3.09*	4.09	4.38*	4.38*	4.38*
EHD = Extra Heavy Duty	Third	1.69*	1.69*	2.38	2.40*	2.40*	2.40*
* = Synchronized Speeds	Fourth	1.00*	1.00*	1.47*	1.48*	1.48*	1.48*

Fifth	Reverse	7.82	7.82	7.82	7.82	7.82	7.82
I = Transmatic Drive available about 5/1/57. Not available with 2-speed axle.	Power Take-Off Locations	Right Side	Right Side	Right Side	Both Sides	Both Sides	Both Sides

OPTIONAL—Type	MD 5-Speed Overdrive	MD 5-Speed Direct	MD 5-Speed Overdrive	MD 5-Speed Direct	HD 5-Speed Overdrive	HD 5-Speed Direct	HD 5-Speed Overdrive
	Tranomatic Drive I	Tranomatic Drive I	Tranomatic Drive I	Tranomatic Drive I	Tranomatic Drive I	Tranomatic Drive I	Tranomatic Drive I

1 = Requires HD engine	Max. Side Rail, In.—Depth x Flange x Thickness	9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25*	9.5 x 3.0 x 0.25*	9.5 x 3.0 x 0.25*
* = Channel Reinforcement	Section Modulus	9.95	9.95	9.95	14.93	14.93	14.93

FUEL TANK	Gal. Capacity—Frame-Mounted	14—4 Left Side					
STEERING GEAR	Ratio	20.5 to 1	20.5 to 1	20.5 to 1	24.4 to 1 1/2	24.4 to 1 1/2	24.4 to 1 1/2

SPRINGS, FRONT	Size (Length x Width)	57" x 2.5"	57" x 2.5"	57" x 3"	57" x 3"	57" x 3"	57" x 3"
* = At Normal Deflection	No. Leaves—Deflection Rate (Lb. per in.)	7—541	7—541	7—609	7—609	9—777	9—777

SPRINGS, REAR	Size (Length x Width)	52" x 2.5"	52" x 2.5"	56" x 3"	56" x 3"	56" x 3"	56" x 3"
* = At Normal Deflection	No. Leaves—Deflection Rate (Lb. per in.)	10—1226	10—1226	9—1225	9—1225	10—1650	10—1650

OPTIONAL	Size (Length x Width)	4500 lb.	4500 lb.	4750 lb.	4750 lb.	5150 lb.	6650 lb.
Aux. = Auxiliary	Capacity (At Spring Pad) — per Spring	4500 lb.	4500 lb.	5000 lb.	5000 lb.	6500 lb.	7000 lb.

Aux. = Auxiliary	No. Leaves—Deflection Rate (Lb. per in.)	6—1400	6—1400	7—975	7—975	7—1750	7—1750
Combined Capacity—Main and Aux. (Lb.)	6200	6200 (7250)	6800 (7800)	6800 (7800)	7800 (7800)	9250 (10,000)	9250 (10,000)

WHEELS AND RIMS	Number—Size: Standard	7—22.5 x 7.5	7—22.5 x 7.5	8—22.5 x 8 F & DR	8—22.5 x 8 F & DR	9—22.5—10 F & DR	10—22.5—10 F & DR
c.s. = 4 cast spoke wheels and 7 demountable rims	2d.—22.5 x 5.25 and 2d.—22.5 x 6.0 and 2d.—22.5 x 6.75	2d.—22.5 x 6.0	c.s.—22.5 x 6.75	8—22.5—8 F & DR	8—22.5—8 F & DR	c.s.—22.5 x 7.5	c.s.—22.5 x 8.25

TIRES	Size—Ply Rating: Standard	7—22.5—8 F & DR	8—22.5—8 F & DR	8—22.5—8 F & DR	9—22.5—8 F & DR	9—22.5—8 F & DR	11—22.5—12 F & DR
F = Front DR = Dual Rear Tube-type tires also available	8—22.5—8 F & DR 8—22.5—10 DR Optional	8—22.5—8 F & DR 8—22.5—10 DR 8—22.5—10 DR	9—22.5—10 DR 9—22.5—10 DR	9—22.5—10 DR 9—22.5—10 DR	9—22.5—10 DR 9—22.5—10 DR	10—22.5—10 DR 10—22.5—10 DR	11—22.5—12 F & DR 11—22.5—12 F & DR 11—22.5—12 F & DR

Optional equipment, shown in bold face italics, is available at extra cost	The specifications contained herein were in effect at the time this folder was prepared for printing. The Ford Motor Company of Canada, Limited, reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. All options and accessories illustrated are referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford-Monarch Dealer.
---	---

FORD-MONARCH SALES DIVISION

FORD MOTOR COMPANY OF CANADA, LIMITED • TORONTO, ONTARIO