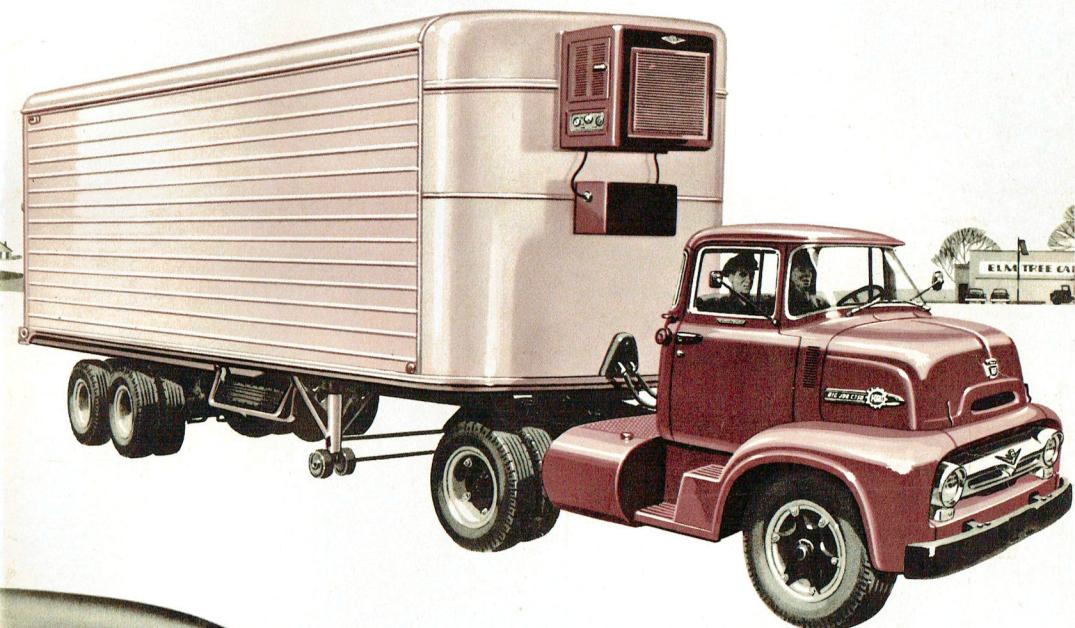


# CAB FORWARD

C-500, C-600, C-700  
C-750, C-800, C-900



## 1956 Ford Triple Economy Trucks

NEW Power! NEW Comfort! NEW Styling!  
NEW Lifeguard Design!

# Most powerful CAB FORWARD family of them all— with new, bigger payloads in every model!

Choose from six basic series!

Get savings only Ford's  
famed Triple Economy makes possible!

## SERIES C-500

New max. GVW: 15,000 lbs.  
New max. GCW: 25,000 lbs.  
Payload (body, equipment, etc.) up to 10,155 lbs.  
Engines: 167-h.p. Power King Y-8

## SERIES C-600

New max. GVW: 18,000 lbs.  
New max. GCW: 32,000 lbs.  
Payload (body, equipment, etc.) up to 12,935 lbs.  
Engines: 167-h.p. Power King Y-8,  
158-h.p. HD Power King Y-8,  
168-h.p. HD Power King Special Y-8

## SERIES C-700

New max. GVW: 21,000 lbs.  
New max. GCW: 35,000 lbs.  
Payload (body, equipment, etc.) up to 15,030 lbs.  
Engines: 158-h.p. HD Power King Y-8,  
168-h.p. HD Power King Special Y-8

## SERIES C-750

New max. GVW: 21,000 lbs.  
New max. GCW: 42,000 lbs.  
Payload (body, equipment, etc.) up to 14,875 lbs.  
Engines: 175-h.p. Cargo King Y-8,  
186-h.p. Cargo King Special Y-8

## SERIES C-800

New max. GVW: 24,000 lbs.  
Maximum GCW: 48,000 lbs.  
Payload (body, equipment, etc.) up to 17,390 lbs.  
Engines: 190-h.p. Torque King Y-8,  
200-h.p. Torque King Special Y-8

## SERIES C-900

New max. GVW: 29,000 lbs.  
Maximum GCW: 55,000 lbs.  
Payload (body, equipment, etc.) up to 21,965 lbs.  
Engines: 190-h.p. Torque King Y-8,  
200-h.p. Torque King Special Y-8

No other cab forward line comes close to offering so many advantages, so many major savings! They're everywhere you look . . . in these new Ford *Triple Economy* Cab Forwards!

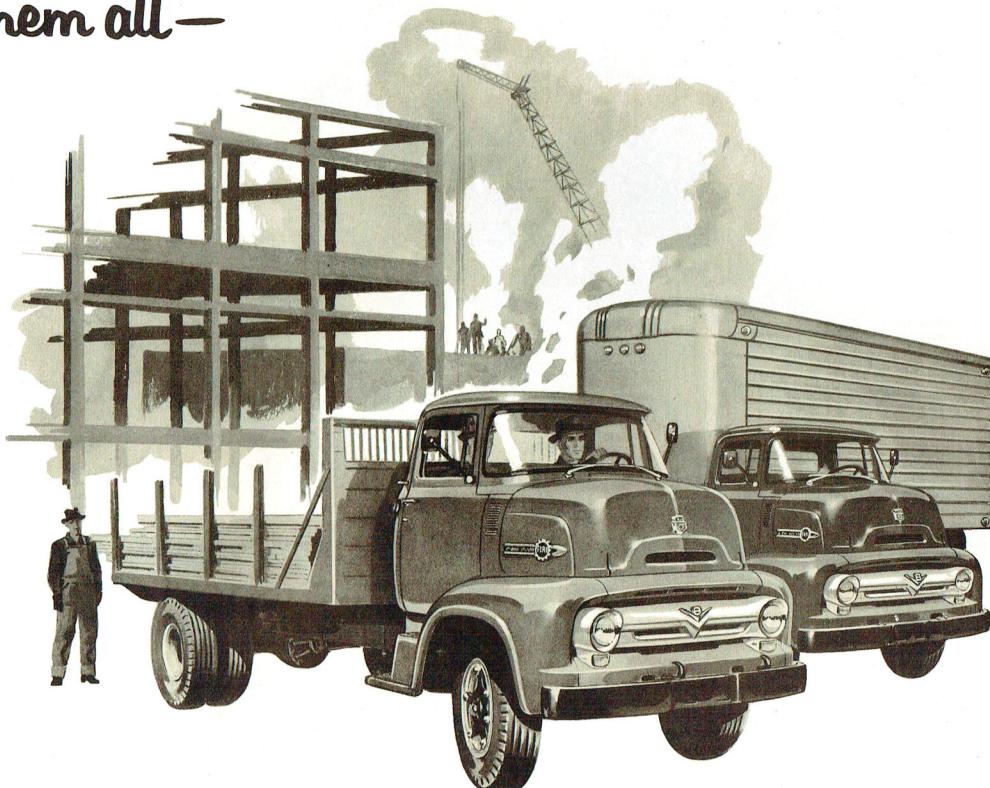
**1. LOOK UNDER THE HOOD!** No other cab forward line gives you so many models, each and every one with modern Short Stroke Y-8 power! Short Stroke power is today's most efficient truck power. It saves gas . . . saves moving parts wear . . . gives you more *usable power*! In fact, every C-Series model gives you *more power* (up to 69% more!) than any other-make cab forward its size! New performance-boosting features include higher compression and a new 12-volt ignition system. *Special Y-8's* have four-barrel carburetion . . . an "extra get-up-and-go" feature exclusive with Ford in the cab forward field! Major durability advancements in every engine! You'll find in each of these engines a **POWER VALUE** no other cab forward can match!

**2. LOOK IN THE CAB!** The easiest-working cab in any truck is Ford's new *Driverized Cab*! New full-wrap windshield gives you visibility *unlimited* . . . and there's a new full-wrap *rear window* available, too! Full foam-rubber seat comfort in the *Custom Cab* . . . *Master-Guide Power Steering*, now available in C-750 through C-900 Series . . . *Power Braking standard* on all models . . . new, exclusive *Lifeguard* design safety features . . . are a few of the advancements that bring new driving ease and protection to the cab forward field!

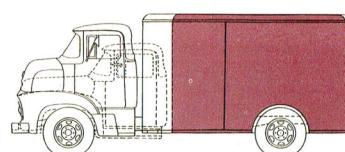
**3. LOOK AT THE CAPACITY!** New bigger payload capacities in every model! New tubeless tires, *standard* . . . rugged frames, each the strongest in its class . . . extra strength in springs, axles and all other components . . . give Ford C-Series trucks heavy-duty haulability outstanding in the cab forward field!

Independent insurance experts certify for the ninth straight year that Ford Trucks last longer! Actuarial studies of current license registrations . . . covering over 10,068,000 trucks of the five leading makes . . . show that **FORD TRUCKS LAST UP TO 9.9% LONGER THAN ANY OTHER LEADING MAKE!**

**FORD TRUCKS LAST LONGER!**



**NEW CAB FORWARD CHASSIS-CAB  
for Special Purpose Bodies**

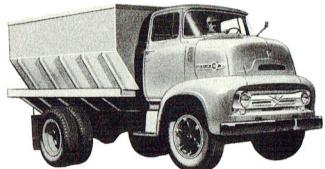


**Up to 3 Feet More Loadspace** than conventional trucks of the same wheelbase . . . a money-making advantage made possible by Ford's compact Cab Forward design. More load weight is shifted to the front axle, providing extra capacity at the rear. Cab and controls, though farther forward, give the driver same driving ease and the same convenience he'd experience in a conventional truck.

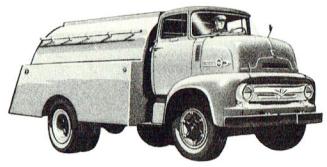


**Easy Engine Accessibility** is the result of Ford's widely spaced front fenders, up-front Y-8 engine. 34-in. wide frame leaves ample room for servicing on each side of engine. Practically all servicing can be handled from under the hood. Demountable brake drums, removable rear axle shafts and many other features make a Ford C-Series truck one of the easiest to service!

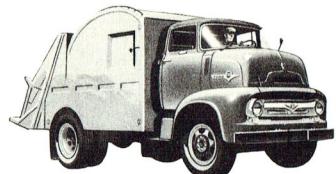
**NEW CAB FORWARD  
CHASSIS-CAB  
for  
Special Purpose Bodies**



COAL DUMP



GASOLINE (OIL, MILK) TANK



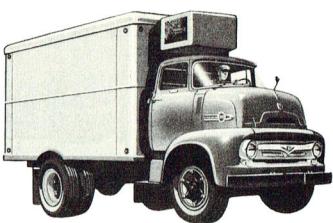
GARBAGE BODY

**NEW C-600  
12-FT. PLATFORM-STAKE  
Payload (equipment, etc.)  
up to 11,700 lbs.  
Wheelbase: 134 in.**

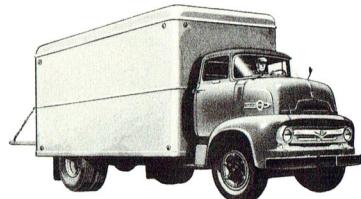


**HUSKY PLATFORM-STAKE**

Here's a shrewd combination of Ford's Cab Forward compactness . . . with a sturdy, spacious platform-stake body, factory installed. Platform gives you over 20 square feet *more* loadspace than you'd get in a conventional truck of the same wheelbase. Rack sections have durable U-shaped steel stakes and steel-lined stake pockets . . . are easy to remove and replace. Hinged center section swings out for greater loading convenience from sides, easy access to any part of the load. Sturdy, seasoned-wood floor boards are protected by steel skid strips . . . which make it easy to slide bulky items across platform. Safety rear stake lock holds rear sections firmly in place.



REFRIGERATOR VAN



FURNITURE VAN

**C-Series trucks take any  
body from 7½ to 17 ft. long!**

Nowhere else in the truck industry can you so closely match your every cab forward requirement! First of all, Ford gives you *six* basic series to choose from, each series in *three* wheelbase lengths! Second, no matter which Ford C-Series truck you choose, you'll have no trouble finding exactly the special body you want to fit it.

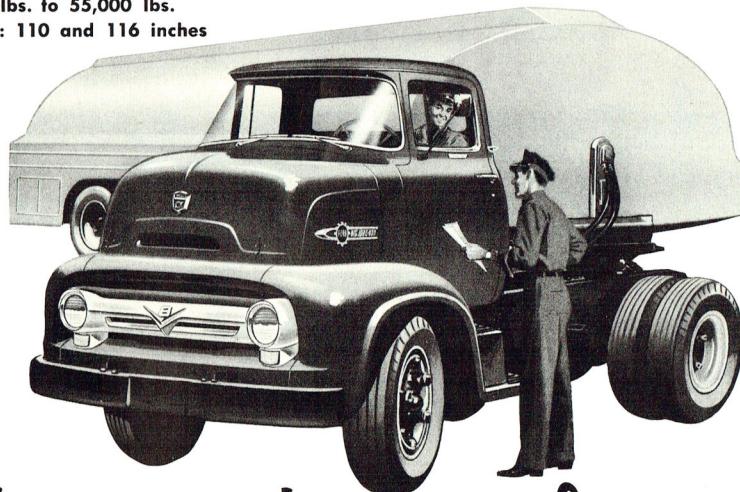
Every major body and equipment builder supplies bodies to fit C-Series truck chassis. Simplified frame design on *every* model keeps mounting time down, mounting costs low!

Your Ford Dealer will be happy to help you obtain the special body you need . . . in fact, he can arrange to deliver your truck equipped exactly the way you want it, ready for duty!

**NEW CAB FORWARD TRACTORS**

Max. GCW's range from  
25,000 lbs. to 55,000 lbs.

Wheelbases: 110 and 116 inches



**Highest powered, strongest-frame  
CAB FORWARD tractors in their class!**

Every Ford C-Series tractor is the most powerful in its class! And by as much as 69%! Every C-Series tractor gives you greater operating economy that only Short Stroke engine design makes possible! Choose from seven new, Y-8 engines. All have new higher compression . . . and a new 12-volt ignition system, for faster all-weather starting, higher lighting intensity. *Master-Guide* Power Steering . . . now available in C-750 through C-900 Series . . . cuts steering effort as much as 75%!

These Ford tractors allow more carrier length for load . . . can take trailers as long as 35 ft. within 45-ft. over-all length limits, legal in all states.

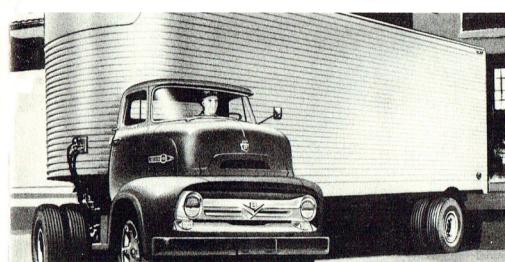
Payload capacities are larger than ever! Rugged frames, the strongest in each class . . . new, higher-capacity, tubeless tires . . . extra strength in springs, axles, *every* component, give you GCW's as high as 55,000 lbs! Equipment choices are so wide that you can "tailor" a C-Series tractor to your exact needs!



**Big Power—Instant Response!**  
Ford Superior Short Stroke engines produce and deliver extra power the instant you call for it! And—with gas-saving efficiency only Short Stroke design makes possible. You get more *usable* power from every gallon of gas. Plus important new durability advancements in every engine!



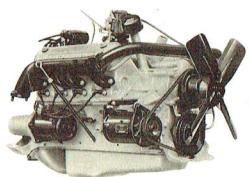
**Tailor Your Tractor!** No other line of Cab Forward tractors gives you so many engine choices . . . such a wide selection of equipment, including single-speed and electric-shift 2-speed rear axles . . . 4- and 5-speed Synchro-Silent transmissions . . . vacuum-powered operated hydraulic, air-over-hydraulic and full-air brakes . . . and many others.



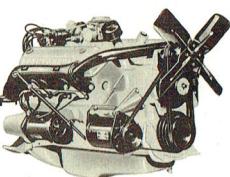
**Easy to Handle, Anywhere!** You save time and effort in every maneuver with an easy-handling Ford C-Series tractor. Ford's exclusive *Driverized Cab* comfort and convenience . . . responsive controls such as big, fast-acting brakes, Power Steering (now available in C-750's up) . . . unlimited visibility . . . make tractor handling simpler than you ever thought possible.

### THE POWER KING Y-8's

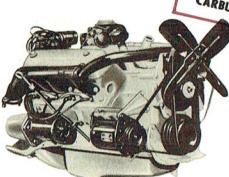
All three with combinations of durability features first with Ford in this engine class! Bore: 3.62; Stroke: 3.30; Displacement: 272 cu. in.



167-h.p.  
POWER KING  
C-500, C-600



158-h.p.  
H.D. POWER KING  
C-600, C-700



168-h.p.  
H.D. POWER KING SPECIAL  
C-600, C-700

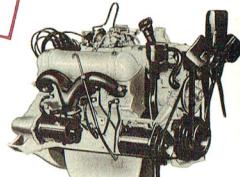
Brake Horsepower: 167 at 4400 rpm  
Torque: 260 lbs.-ft. at 2100-2600 rpm  
Compression Ratio: 7.8 to 1  
Carburetor: Dual Downdraft

Brake Horsepower: 158 at 3800 rpm  
(gov. speed)  
Torque: 247 lbs.-ft. at 2000-2800 rpm  
Compression Ratio: 7.6 to 1  
Carburetor: Dual Concentric

Brake Horsepower: 168 at 3800 rpm  
(gov. speed)  
Torque: 259 lbs.-ft. at 2100-2900 rpm  
Compression Ratio: 7.6 to 1  
Carburetor: Four-barrel Concentric

### THE CARGO

Higher compression . . . higher only Short Stroke design makes 3.66; Displacement: 302 cu. in.

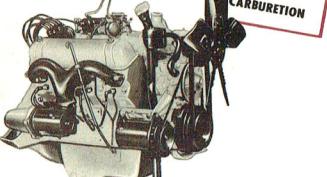


175-h.p.  
CARGO KING  
C-750

Brake Horsepower: 175 at 3800 rpm  
(gov. speed)  
Torque: 279 lbs.-ft. at 2000-2600 rpm  
Compression Ratio: 7.5 to 1  
Carburetor: Dual Concentric

### KING Y-8's

performance . . . and economy possible! Bore: 3.62; Stroke: 3.66; Displacement: 302 cu. in.

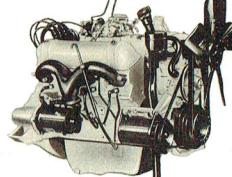


186-h.p.  
CARGO KING SPECIAL  
C-750

Brake Horsepower: 186 at 3800 rpm  
(gov. speed)  
Torque: 286 lbs.-ft. at 2100-2700 rpm  
Compression Ratio: 7.5 to 1  
Carburetor: Four-barrel Concentric

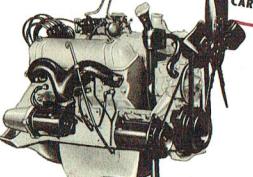
### THE TORQUE KING Y-8's

Mightiest truck engines in Ford history . . . and, like all Ford Short Stroke engines, fully proved! Bore: 3.80; Stroke: 3.66; Displacement: 332 cu. in.



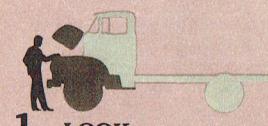
190-h.p.  
TORQUE KING  
C-800, C-900

Brake Horsepower: 190 at 3800 rpm  
(gov. speed)  
Torque: 306 lbs.-ft. at 2000-2600 rpm  
Compression: 7.5 to 1  
Carburetor: Dual Concentric



200-h.p.  
TORQUE KING SPECIAL  
C-800, C-900

Brake Horsepower: 200 at 3800 rpm  
(gov. speed)  
Torque: 316 lbs.-ft. at 2100-2700 rpm  
Compression Ratio: 7.5 to 1  
Carburetor: Four-barrel Concentric



1. LOOK  
UNDER THE HOOD!

You get up to 69% more power in Ford than in other-make Cab Forwards . . . to move loads faster, cut job time! Every engine Short Stroke! Every engine more durable!

Every new Ford C-Series truck and tractor is the most powerful in its class! Each has Short Stroke power . . . the most modern, most efficient kind of truck power today!

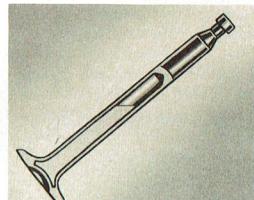
Short Stroke engines cut frictional power loss . . . give you more usable power from every gallon of gas! They save moving parts wear . . . cut repair bills. AND, they last far longer than ordinary long-stroke engines!

Now, for '56, Ford brings you new, higher compression and a new 12-volt ignition system in every engine. New, mighty power—up to 200

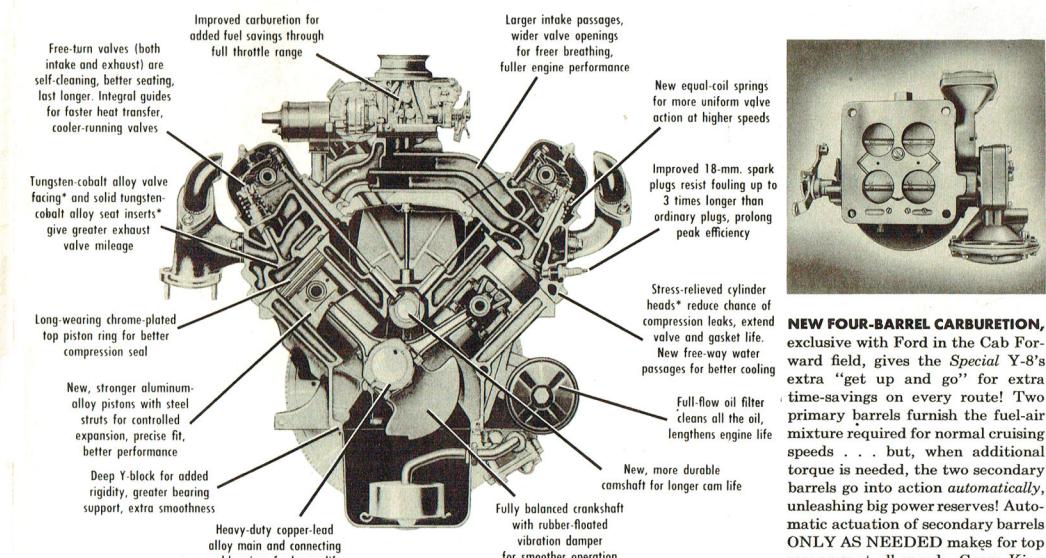
## Save with longer-lasting Short Stroke power—in seven Y-8's!



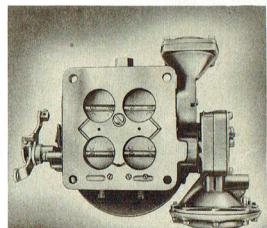
New, Higher Compression—in every engine puts greater "thrust" on piston heads, adds "snap" to performance. Combustion chambers are wedge-shaped for higher turbulence . . . higher power output . . . more efficient combustion.



Sodium-Cooled Exhaust Valves (on H.D. Power Kings, Cargo Kings and Torque Kings) run up to 225 degrees cooler, last for longer than ordinary valves. Dished-type intake valves are tighter sealing for better compression. Valves on all engines are free-turning, self-cleaning, for prolonged valve life and high performance.



Features apply to all engines,  
except as starred\* (not on 167-h.p.  
Y-8). Heavy Duty Power King Y-8  
shown.



**NEW FOUR-BARREL CARBURETION**, exclusive with Ford in the Cab Forward field, gives the Special Y-8's extra "get up and go" for extra time-savings on every route! Two primary barrels furnish the fuel-air mixture required for normal cruising speeds . . . but, when additional torque is needed, the two secondary barrels go into action automatically, unleashing big power reserves! Automatic actuation of secondary barrels ONLY AS NEEDED makes for top economy at all speeds. Cargo King Special Y-8 and Torque King Special Y-8 also feature a complete dual exhaust system . . . for still greater power output, higher efficiency!



Custom Cab Shown.



2. LOOK  
IN THE CAB!

## Save with new work-cutting Driverized Cab comfort!

New, exclusive Lifeguard features! New styling! New visibility!

Only Ford gives the driver so much to make his job easier, safer!

Never has any cab offered the driver so much protection! Ford's new *Driverized Cab* introduces exclusive Lifeguard design safety features that give the driver greater peace of mind than he's ever known before!

There's *Driverized* comfort and convenience, too. Level-action cab suspension—pioneered by Ford—cuts vibration, gentles the ride. Seating comfort? Just bounce-test the Standard Cab seat with its exclusive built-in shock snubbers... or the luxurious comfort of full foam rubber, cushion and back, in the *Custom Cab*.

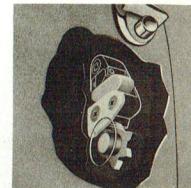
Visibility *unlimited*! New full-wrap windshield provides a "wide-screen" view ahead. Behind, the standard rear window is over four feet wide—up to 18 inches wider than on other trucks. And a new full-wrap rear window is available on *every* cab!

It's an *especially* easy cab to get in and out of. Big doors swing open a full 70 degrees—up to 25 degrees wider than others. And, unlike some designs, Ford provides an easy intermediate step between running board and cab floor.

**New Lifeguard Steering Wheel** has exclusive deep-center design to give the driver added protection against contact with the steering column in case of accident. This priceless protective feature, standard on *all* Ford Trucks, is not even offered on other makes! Repositioned spokes make wheel easier to handle on turns, also permit easy viewing of instruments.



**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 on the seat in an accident. Quick one-hand adjustment and release. Available at extra cost for driver and helper.

### GREATEST CAB LUXURY AND VALUE

#### AVAILABLE ANYWHERE—

#### FORD'S CUSTOM DRIVERIZED CAB

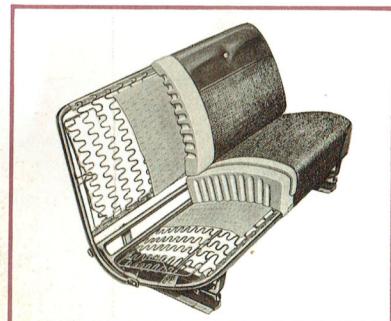
The small added cost of Ford's *Custom Driverized Cab* includes not only all the comforts and conveniences of the Standard Cab, but these worth-while "extras" as well:

##### INTERIOR

1. Color-keyed, two-tone upholstery with bolster on seat back.
2. Full foam-rubber cushioning—5-in. deep seat, 3-in. deep seat back.
3. 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-hand door.
7. Large dome light with manual switch.
8. Two adjustable sun visors.
9. Illuminated cigar lighter.
10. Glass-fibre insulation on forward wall of cab.

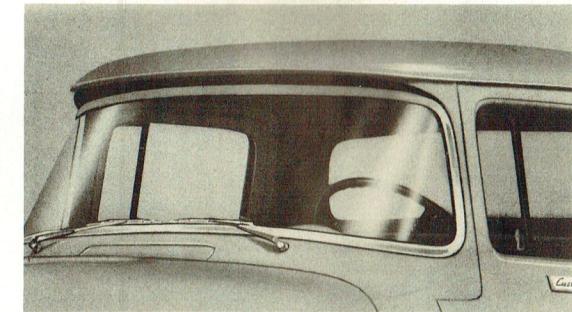
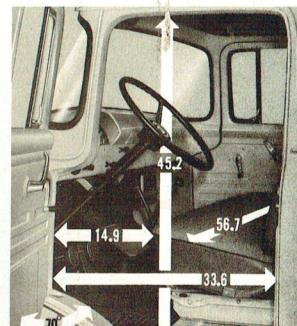
##### EXTERIOR

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



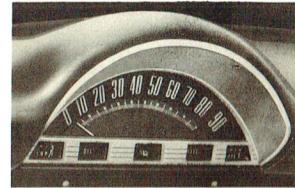
The seat in Ford's *Custom Driverized Cab* has five soft inches of foam rubber in the cushion, and three inches in seat back. Comfort even passenger cars don't offer! *Custom Cab* has upholstery of woven plastic with rich-looking, color-keyed vinyl bolster and facings. Fabric "breathes" for all-weather comfort, is easy to clean, and remarkably durable. Standard Cab seat has non-sag spring construction with exclusive shock snubbers, woven plastic upholstery. Both Standard and *Custom* cab seat and seat back adjust independently, for maximum comfort.

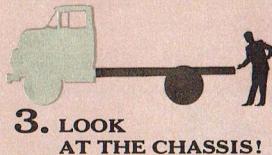
The wide door opening of Ford's *Driverized Cab* makes getting in and out an easy matter for even the biggest driver. Door is almost a yard wide, swings open to a full 70 degrees—as much as 25 degrees more than doors of other trucks! Big, spacious interior gives driver plenty of room to stretch his legs! Door and body joints are tightly weather-sealed against dust, fumes and moisture.



Ford's new full-wrap windshield gives the driver wide-angle visibility he's never had before! Windshield has almost 1,000 square inches of glass. Newly positioned vertical posts afford a much wider, unobstructed view... an important safety factor at intersections, and while maneuvering. And Ford makes looking behind easy for the driver, too. Ford's standard rear window is over four feet wide... up to 18 inches wider than the standard window of other trucks... and a new full-wrap rear window is available for still greater vision. Side windows are generous in size... cut deep enough that driver can comfortably rest his arm on the window sill.

Easy to read during the day, the instruments on Ford's completely redesigned dash panel are just as easy to read at night. New high dials, shielded by dash flange, remain clearly readable even against the glare of oncoming head lights. Ford's new dash panel is as functional as it is smart in appearance.





3. LOOK  
AT THE CHASSIS!

# ... Save with Ford's rugged construction— new, higher payload capacities!

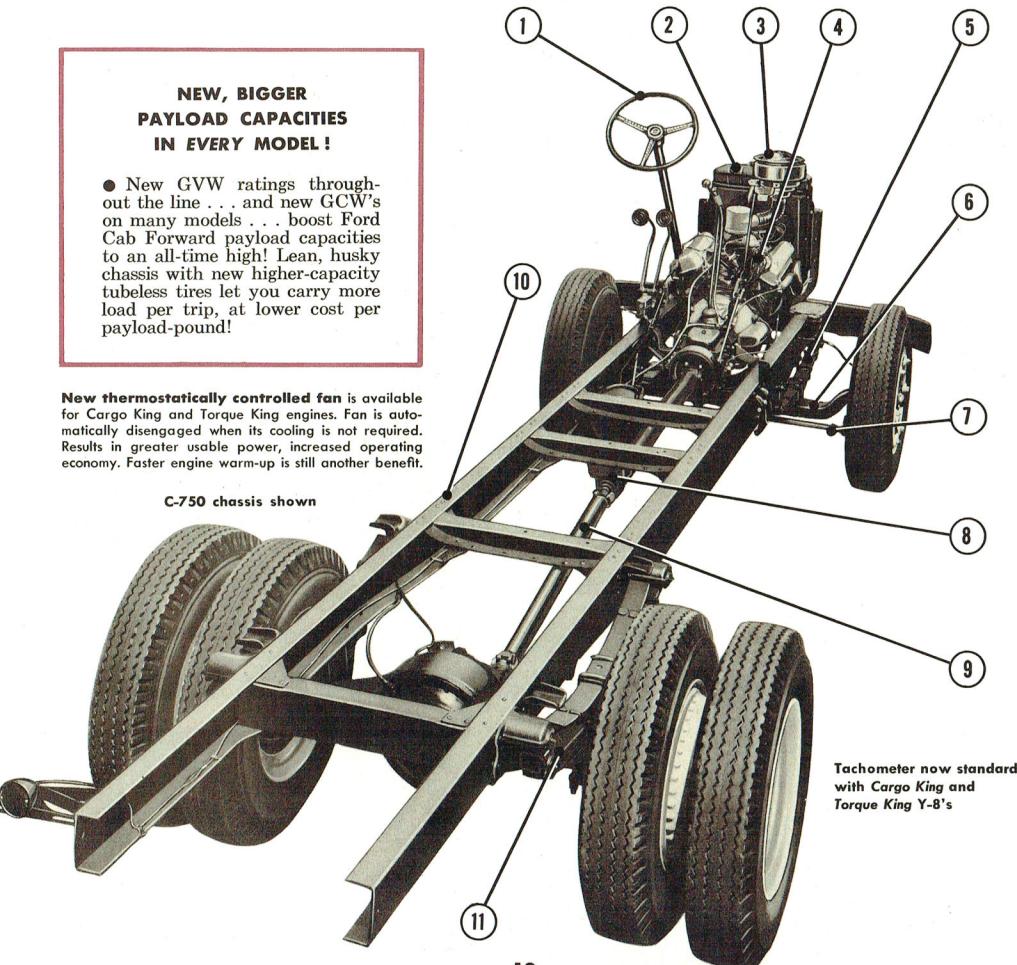
Extra toughness in every inch lets these Ford Cab Forwards take bigger loads every trip . . . last longer on any job!

## NEW, BIGGER PAYLOAD CAPACITIES IN EVERY MODEL!

• New GVW ratings throughout the line . . . and new GCW's on many models . . . boost Ford Cab Forward payload capacities to an all-time high! Lean, husky chassis with new higher-capacity tubeless tires let you carry more load per trip, at lower cost per payload-pound!

New thermostatically controlled fan is available for Cargo King and Torque King engines. Fan is automatically disengaged when its cooling is not required. Results in greater usable power, increased operating economy. Faster engine warm-up is still another benefit.

C-750 chassis shown



Tachometer now standard with Cargo King and Torque King Y-8's

1. Master-Guide Power Steering—now available on C-750 models and up, at worth-while extra cost—cuts steering effort as much as 75%.

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

3. Heavy-duty oil bath air cleaner with dust-tight clamp, for longer life.

4. New higher-capacity electrical system includes new 12-volt battery for faster starting, higher lighting intensity.

5. Long, easy-action front springs have double-wrapped front eyes for safety, are shackled at rear for stable steering.

6. Wide-tread, I-beam front axle gives shorter turning, more stability, and greater maneuverability.

7. Spring-loaded tie rod ends take up wear automatically.

8. Drive line center bearing has new, soft rubber housing which absorbs up to 80% of shaft vibration, gives quieter, smoother ride.

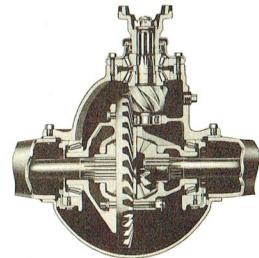
9. Straight-line drive with large-diameter tubular propeller shafts—gives smooth power flow.

10. Husky frame—in each C-Series, the strongest in its class—is double-channeled on C-700's and up (for up to 50% greater strength with minimum added weight). Side rails are parallel their full length, for greater stability, easier engine servicing.

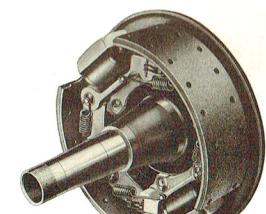
11. Wide-span rear springs, with auxiliary (std. C-600 up, available C-500), provide balanced load support. Heavy-duty engineered for long life.



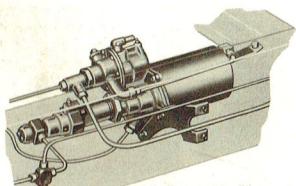
**NEW TUBELESS TIRES**—standard on all models—a Ford first! Higher in capacity than ordinary tube-type tires, they run up to 25 degrees cooler, give longer mileage, and are more resistant to blowouts and punctures. And, when repairs are required, they can be made in about one-fourth the time needed ordinarily.



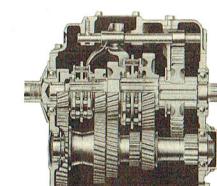
**HUSKY REAR AXLES** are full-floating type. Oversize 16-splined shafts and high-capacity wheel bearings give extra stamina. Single-speed hypoid (C-500 through C-750), Single-speed spiral-bevel type (C-800, C-900). Electric-shift 2-speed, available for all C-Series models, is faster, more positive-shifting than vacuum types.



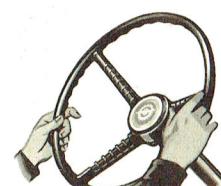
**UP TO 33% LONGER BRAKE LIFE!** C-700 and larger models have new thicker rear hydraulic-brake linings that last up to 33% longer! All models have double-cylinder reels with self-centering action to maintain shoe alignment and reduce lining wear. Vacuum power booster is now STANDARD on every Ford Cab Forward!



**AIR-OVER-HYDRAULIC** brake system supplies air pressure to an air booster, which multiplies hydraulic braking action instantly, smoothly . . . gives stopping ability needed for extra-heavy duty. Available on C-750 and C-800 models at extra cost. Full-air system is available at additional cost in C-800 and C-900 models.



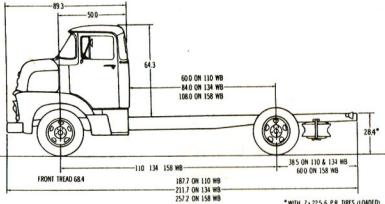
**SYNCHRO-SILENT TYPE TRANSMISSIONS** shift easily, give greater safety in "down shifting." Engineered for quiet, smooth operation and exceptional durability. New, wider choice of 4- and 5-speed transmissions, including Heavy Duty and new Medium Duty, direct and overdrive types, for greater operating flexibility.



**MASTER-GUIDE POWER STEERING**—now available in C-750 through C-900 Series at moderate extra cost—cuts steering effort as much as 75%! Operative at all times, this Ford-designed system almost completely blocks off road shock which would normally pass into steering column—saves wheeling time everywhere!

# Ford gives you 6 CAB FORWARD SERIES—

## C-500



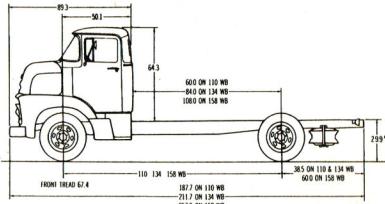
### SERIES C-500—CHASSIS WITH CAB MAXIMUM GVW 15,000 LBS.

TIRES—6, Size—front and dual rear	7-22.5 6-p.r.	7-22.5 8-p.r.	8-22.5 8-p.r. †
WHEELBASE (in.)	110 134 158	110 134 158	110 134 158
CURB WEIGHT (with fuel and water) (est.) (lbs.)	2,880 3,020 3,120	2,880 3,020 3,120	2,920 3,060 3,160
front.....	2,880	2,880	2,920
rear.....	1,765 1,750 1,825	1,770 1,755 1,830	1,925 1,910 1,985
total.....	4,645 4,770 4,945	4,650 4,775 4,950	4,845 4,970 5,145
PAYOUT, BODY, EQUIPMENT, etc. (approx.) (lbs.)	6,355 6,230 6,055	8,350 8,225 8,050	10,155 10,030 8,855

For 2-speed axle add 45 lbs. to "rear" and "total" weights and deduct from "payload." †With auxiliary rear springs.

The Ford C-500 gives you a choice of 3 wheelbase lengths for special-purpose bodies to fit your loadspace requirements: 110-in. for 7½-9 ft.; 134-in. for 10-13 ft.; and 158-in. for 14-17 ft. load length ranges. Payloads (body, equipment, etc.) over 5 tons.

## C-600



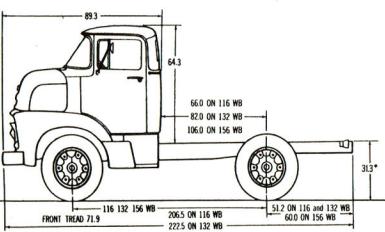
### SERIES C-600—CHASSIS WITH CAB MAXIMUM GVW 18,000 LBS.

TIRES—6, Size—front and dual rear	9-22.5 10-p.r.	9-22.5 10-p.r. F 10-22.5 10-p.r. D.R. †
WHEELBASE (in.)	110 134 158	110 134 158
CURB WEIGHT (with fuel and water) (est.) (lbs.)	2,945 3,105 3,185	2,955 3,115 3,195
front.....	2,945	2,955
rear.....	2,035 2,020 2,095	2,110 2,095 2,170
total.....	4,980 5,125 5,280	5,065 5,210 5,365
PAYOUT, BODY, EQUIPMENT, etc. (approx.) (lbs.)	12,020 11,875 11,720	12,935 12,790 12,635

For 2-speed axle add 45 lbs. to "rear" and "total" weights and deduct from "payload." †With H.D. auxiliary rear springs and H.D. Power King Y-8 engine.

With 3 wheelbase lengths, the C-600 gives you a wide choice to accommodate almost any type of special-purpose body: 110-in. for 7½-9 ft.; 134-in. for 10-13 ft.; and 158-in. for 14-17 ft. load length ranges. Payloads (body, equipment, etc.) well over 6 tons.

## C-700



### SERIES C-700—CHASSIS WITH CAB MAXIMUM GVW 21,000 LBS.

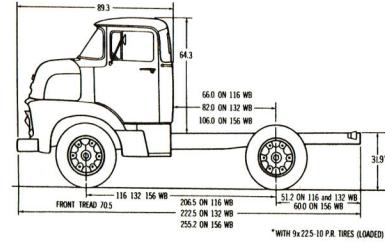
TIRES—6, Size—front and dual rear	8-22.5 8-p.r.	10-22.5 10-p.r. †
WHEELBASE (in.)	116 132 156	116 132 156
CURB WEIGHT (with fuel and water) (est.) (lbs.)	3,510 3,535 3,575	3,575 3,600 3,640
front.....	3,510	3,535
rear.....	2,225 2,295 2,390	2,395 2,460 2,560
total.....	5,735 5,825 5,965	5,970 6,060 6,200
PAYOUT, BODY, EQUIPMENT, etc. (approx.) (lbs.)	9,765 9,675 9,535	15,030 14,940 14,800

For 2-speed axle add 70 lbs. to "rear" and "total" weights and deduct from "payload." For disc wheels add 6 lbs. to "front," add 110 lbs. to total weight and deduct 110 lbs. from "payload." For air brakes add 65 lbs. to "front," 35 lbs. to "rear," 100 lbs. to total and deduct 100 lbs. from "payload." †With heavy-duty rear springs.

These C-700 BIG JOBS have a payload capacity (including body, equipment, etc.) of 7½ tons. There's a 3-wheelbase choice to accommodate all special-purpose bodies: 116-in. for 8-10 ft.; 132-in. for 10-12½ ft.; and 156-in. for 14-16½ ft. load length ranges.

# 6 Wheelbase Lengths—to Choose From

## C-750



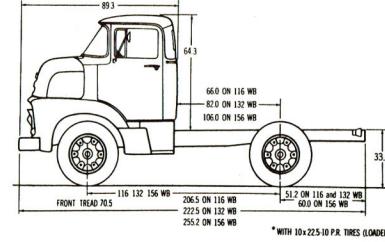
### SERIES C-750—CHASSIS WITH CAB MAXIMUM GVW 21,000 LBS.

TIRES—6, Size—front and dual rear.....	9-22.5 10-p.r.	10-2.5 10-p.r. †
WHEELBASE (in.)	116 132 156	116 132 156
CURB WEIGHT (with fuel and water) (est.) (lbs.)	3,695 3,725	3,765 3,720 3,750
front.....	3,695	3,725
rear.....	2,320 2,380	2,480 2,405 2,465
total.....	6,015 6,105	6,245 6,125 6,355
PAYOUT, BODY, EQUIPMENT, etc. (approx.) (lbs.)	12,485 12,395	12,255 14,875 14,645

For 2-speed axle add 70 lbs. to "rear" and "total" weights and deduct from "payload." For disc wheels add 50 lbs. to "front," 60 lbs. to "rear" and add 110 lbs. to total weight and deduct 110 lbs. from "payload." For air booster add 65 lbs. to "front," 35 lbs. to "rear," 100 lbs. to "total" and deduct 100 lbs. from "payload." †With heavy-duty rear springs.

The C-750 BIG JOB provides a payload capacity (including body, equipment, etc.) of well over 7 tons, and a choice of 3 wheelbase lengths for vocational bodies: 116-in. for 8-10 ft.; 132-in. for 10-12½ ft.; and 156-in. for 14-16½ ft. load length ranges.

## C-800



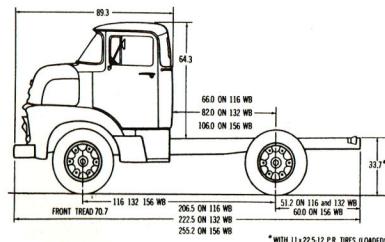
### SERIES C-800—CHASSIS WITH CAB MAXIMUM GVW 24,000 LBS.

TIRES—6, Size—front and dual rear.....	10-22.5 10-p.r.	11-22.5 12-p.r. †
WHEELBASE (in.)	116 132 156	116 132 156
CURB WEIGHT (with fuel and water) (est.) (lbs.)	3,730 3,760	3,800 3,800 3,830
front.....	3,730	3,760
rear.....	2,675 2,755	2,835 2,810
total.....	6,405 6,515	6,635 6,610
PAYOUT, BODY, EQUIPMENT, etc. (approx.) (lbs.)	15,095 14,985	14,865 17,390 17,280

For 2-speed axle add 115 lbs. to "rear" and "total" weights and deduct from "payload." For air brakes add 100 lbs. to "front," 200 lbs. to "rear," or 300 lbs. to "total" weights and deduct 300 lbs. from "payload." For air booster add 65 lbs. to "front," 35 lbs. to "rear," 100 lbs. to "total" and deduct 100 lbs. from "payload." For disc wheels add 50 lbs. to "front," 65 lbs. to "rear," or 115 lbs. to "total" weights and deduct 115 lbs. from "payload." †With heavy-duty rear springs.

The mighty C-800 chassis-cab has a payload capacity (including body, equipment, etc.) of over 8½ tons. Three wheelbases for any kind of body for almost any kind of load: 116-in. for 8-10 ft.; 132-in. for 10-12½ ft.; and 156-in. for 14-16½ ft. load length ranges.

## C-900



### SERIES C-900—CHASSIS WITH CAB MAXIMUM GVW 29,000 LBS.

TIRES—6, Size—front and dual rear.....	11-22.5 12-p.r.	12-22.5 14-p.r. †
WHEELBASE (in.)	116 132 156	116 132 156
CURB WEIGHT (with fuel and water) (est.) (lbs.)	3,855 3,880	3,925 3,910 3,935
front.....	3,855	3,880
rear.....	3,005 3,080	3,160 3,125
total.....	6,855 6,960	7,085 7,035
PAYOUT, BODY, EQUIPMENT, etc. (approx.) (lbs.)	18,145 18,040	17,915 21,965

For 2-speed axle add 115 lbs. to "rear" and "total" weights and deduct from "payload." For air brakes add 200 lbs. to "front," 200 lbs. to "rear," or 300 lbs. to "total" weights and deduct 300 lbs. from "payload." For disc wheels add 65 lbs. to "front," 65 lbs. to "rear," or 115 lbs. to "total" weights and deduct 115 lbs. from "payload." †With heavy-duty rear springs.

Biggest Cab Forward in the line, the C-900 chassis-cab has a payload capacity (including body, equipment, etc.) of almost 11 tons. Available in 3 wheelbases to handle almost every kind of body and cargo: 116-in. for 8-10 ft.; 132-in. for 10-12½ ft.; and 156-in. for 14-16½ ft. load length ranges.

## Series C-500 and C-600 Cab Forward Specifications

### C-500 RATINGS: Truck—Max. GVW 15,000 lbs.

### C-600 RATINGS: Truck—Max. GVW 18,000 lbs.

#### AXLE, FRONT

Capacity—lbs.	4600	
Size (Height x Width x Web)—in.	Modified I-Beam 2.63 x 2.00 x 0.53	
<b>C-500</b>		
Capacity—lbs.	11,000	14,000
Type—Standard—Single Reduction,		
Full Floating	Hypoid	Hypoid
Axle Ratios—Standard (to 1)	5.83	6.20
Optional (to 1)	6.2	6.80
Optional Axle (extra cost)		
Planet Type	2-Speed	2-Speed
Capacity—lbs.	13,000	14,000
Ratios (to 1)	5.83/8.11	5.83/8.11—6.33/8.81

#### AXLE, REAR

<b>C-500</b>		<b>C-600</b>
Capacity—lbs.	11,000	14,000
Type—Standard—Single Reduction,		
Full Floating	Hypoid	Hypoid
Axle Ratios—Standard (to 1)	5.83	6.20
Optional (to 1)	6.2	6.80
Optional Axle (extra cost)		
Planet Type	2-Speed	2-Speed
Capacity—lbs.	13,000	14,000
Ratios (to 1)	5.83/8.11	5.83/8.11—6.33/8.81

#### BRAKES, SERVICE (C-500)

Type—Front	Hydraulic, Two Shoe, Single Anchor, Self-Energizing
Rear	Hydraulic, Two Shoe, Double Cylinder, Self-Energizing
Drum Diam. x Lining Width—Thickness, in.: Front	13 x 2.25— $\frac{1}{4}$
Rear—Std.	15 x 4— $\frac{3}{4}$
Total Area: Drum—Lining, sq. in.: Standard	561—366
Booster	Single-unit combining Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Effective Diaphragm Diameter—in.	8 $\frac{1}{2}$

#### BRAKES, SERVICE (C-600)

Type	Vacuum-Power-operated, Hydraulic, Two-shoe
Front—Single Anchor, Self-Energizing; Rear—Double Cylinder, Self-Energizing	
Front Brake (Drum Diam. x Lining Width—Thickness) in.	13 x 2.25— $\frac{1}{4}$
Rear Brake (Drum Diam. x Lining Width—Thickness) in.	15 x 4— $\frac{3}{4}$
Total Area: Drum—Lining, sq. in.	561—366
Booster	Single-unit combining Power Chamber, Hydraulic Vacuum Valve and Slave Cylinder
Effective Diaphragm Diameter—in.	8 $\frac{1}{2}$

#### BRAKE, HAND

Type	Drum and Contracting Band at Rear of Transmission on Drive Line
Size (Drum Diam. x Lining Width—Thickness) in.	7.81 x 2.5— $\frac{1}{4}$
Total Lining Area—sq. in.	61.5

#### BUMPER

Type	Curved, Truck-type Channel Bolted Direct to Front of Frame Side Rails
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#### CLUTCH

Type	Drum and Contracting Band at Rear of Transmission on Drive Line
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#### COOLING SYSTEM

Capacity—qts.	23	
Radiator	Flat Tube and Fin—Pressure Cap	
Thermostat	In Engine Water Outlet	
Fan, Diameter—in.: Standard	18—4-Blade	
Optional (extra cost)	18—5-Blade	

#### DRIVE LINE

Type	Hotchkiss, Straight Line Drive
Propeller Shafts—Number	Two, Tubular, Forged Steel Ends
Series (with Standard Transmission)	
<b>C-500</b>	
Diameter, in.—110° wb.	2.5(f. and r.)
134° wb.	3.0(f. and r.)
2.5(f. and r.)	3.0(f. and r.)
3.0(f.)—3.5(r.)	
Universal Joints—Number, Type	Three, Needle Roller Bearing
Center Bearing	Rubber-Enclosed Ball Type

#### ELECTRICAL SYSTEM

Battery	Heavy Duty 12-Volt, 66-Plate, 55-Amp. Hr. Capacity
Generator	30 Amp., 450 Watts
Ignition	Full Vacuum Controlled System, Fully Automatic
Distributor	Metal-Clad Coll; Open Wiring in Rubber Grommets with Moisture-proof Boots over Spark Plugs
Headlights	Sealed Beam, Foot-Switch Beam Control
Starter	High Torque, Automatic Engagement, Solenoid Switch, Ignition Key Control

#### PARKING LIGHTS

Parking Lights: Left-hand Combination Stop and Tail Light; Instrument Lights; Ignition Switches with Key Lock; Circuit Breakers; Voltage Regulator.	
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#### ENGINES—Low-Friction, (C-500 and C-600)

<b>Power King 167-h.p. Y-8</b>	<b>158-h.p. Y-8</b>	<b>168-h.p. Y-8</b>
Bore and Stroke, in.	3.62 x 3.30	3.62 x 3.30
Displacement—cu. in.	272	272
Governed Speed—RPM (factory setting)		
3600 load		
3800 no load		

#### MAX. BRAKE HORSEPOWER

167 @ 4400	158 @ 3800	168 @ 3800
260 @ 2100-2600	247 @ 2000-2800	259 @ 2100-2900

#### MAX. TORQUE

2.8 to 1	7.6 to 1	7.6 to 1
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#### COMPRESSION RATIO

4—110° wb.	5—134° wb.	6—158° wb.
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#### FRAME

Side Rails—Type	Parallel, Channel Section—Tapered Front and Rear
Max. Section (Depth x Flange x Thick.)—in.	9.25 x 2.94 x 0.25
Section Modulus—Type	
Cross Members—Type	Planned "U" type with Alligator Jaw and Channel Sections

Number	
4—110° wb.; 5—134° wb.; 6—158° wb.	

#### FUEL SYSTEM

Carburetor 167 or 158-h.p.	Dual Concentric Downdraft
Air Cleaner	Four-Barrel Concentric Downdraft

Heavy Duty Oil Bath, One Qt. Capacity	
Fuel Pump and Filter	

Fuel Tank	18-Gal. Inside Cab, behind Seat
Fuel Filler	Tube Extension to Outside Cab—Right Side, Easy-On Cap

#### DIAPHRAGM TYPE

#### DRIVEN FROM CAMSHAFT

#### REAR SEAT

#### SEAT FILLER

### C-500 RATINGS: Tractor—Max. GCW 25,000 lbs.

### C-600 RATINGS: Tractor—Max. GCW 32,000 lbs.</h3

# Series C-800 and C-900 Cab Forward Specifications

**C-800 RATINGS: Truck—Max. GVW 24,000 lbs.**

**C-900 RATINGS: Truck—Max. GVW 29,000 lbs.**

## AXLE, FRONT (C-800)

Capacity—lb.—  
Size (Width x Depth x Web) in.—

Modified I-Beam 3.10 x 2.88 x 0.44

## AXLE, FRONT (C-900)

Capacity—lb.—  
Size (Width x Depth) in.—

Modified I-Beam 3.62 x 3.25 x .50

## AXLE, REAR (C-800)

Capacity—lb.—  
Type...  
Axle Ratio—  
Optional (extra cost)—Type...  
Ratios:

Single Speed, Spiral Bevel  
Standard 7.17 to 1, Optional 7.00 to 1  
Two-Speed Planet, Full Floating  
Ratios: 5.06/5.87  
7.17/7.77

## AXLE, REAR (C-900)

Capacity—lb.—  
Type...  
Axle Ratio—  
Optional (extra cost)—Type...  
Ratios:

Single Speed, Spiral Bevel  
Standard 7.00 to 1  
Two-Speed Planet, Full Floating  
Ratios: 7.17/7.77

## BRAKES, SERVICE

Standard—Type... Vacuum-Powered Operated, Hydraulic, Two-Shot

Front Brake—Front Double Anchor Rear: Dual Cylinder, Self-Adjusting

Size (Drum Diam. x Lining Width—Thickness) in.—  
Front Brake: 16 x 2 1/4—1/4

Total Drum—Lining Area—sq. in.—  
Front—16 x 2 1/4, Rear—16 x 2 1/4

Booster—Single-unit—Power Chamber, Hyd. Vac. Valve and Slave Cyl.

Effective Diam.—in.—  
Optional (extra cost—C-800 only)

Diaphragm 10 1/2" (C-900) 10 1/2" (C-900)

Optional (extra cost—C-800 only)

Single-unit Hydraulic Booster with Air Booster and Warmer Buzzer

Full Air Operated, Heavy Two-Shot with Self-Adjusting Front and Rear Brakes

Front—16" x 2 1/4", Rear—16" x 2 1/4"

Total Drum—Lining Area: 796 sq. in.—534 sq. in.

Front—16" x 2 1/4", Rear—16" x 2 1/4"

with Slack Adjusters and Air Warning Buzzer:

Front—16" x 2 1/4", Rear—16" x 2 1/4"

Total Drum—Lining Area: 948 sq. in.

Optional (extra cost—C-900 only)

Front—16" x 2 1/4", Rear—16" x 2 1/4"

Total Drum—Lining Area: 948 sq. in.

BRAKE, HAND

Size (Drum Diam. x Lining Width—Thickness) in.—  
Total Lining Area—sq. in.—

Type... Drum and Contracting Band at Rear—Transmission on Drive Line

BUMPER

Type... Curved, True-Type Channel Bumper Direct to Front of Frame Side Rails

CLUTCH

Type... 12 in. Gyro-Grip, Semi-Centrifugal Single Plate

Total Frictional Area—sq. in.—

149.2

Cooling SYSTEM

Capacity—qts.—  
Fan—  
Thermostat—  
Fan—  
Type...  
Diameter, in.—

Flat Tube and Fin—Pressure Cap

In Engine Water Outlet

Water Temperature Gage

Water Temperature Gage