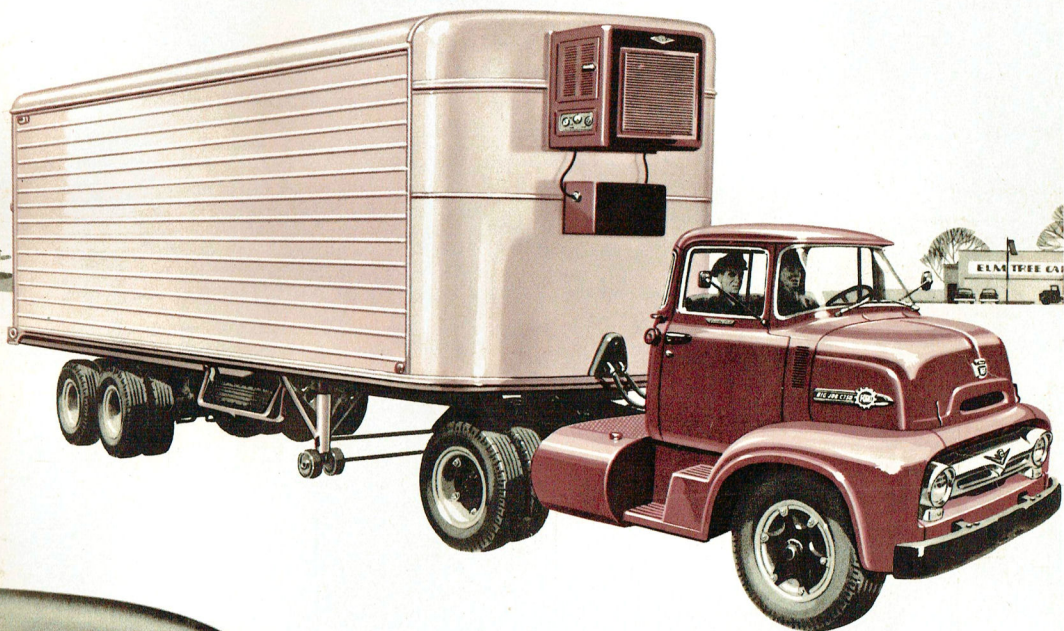


CAB FORWARD

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.
Engine: 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.
Engine: 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.
Engine: 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.
Engine: 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.
Engine: 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.
Engine: 190-h.p. Torque King Y-8,
200-h.p. Torque King Special Y-8

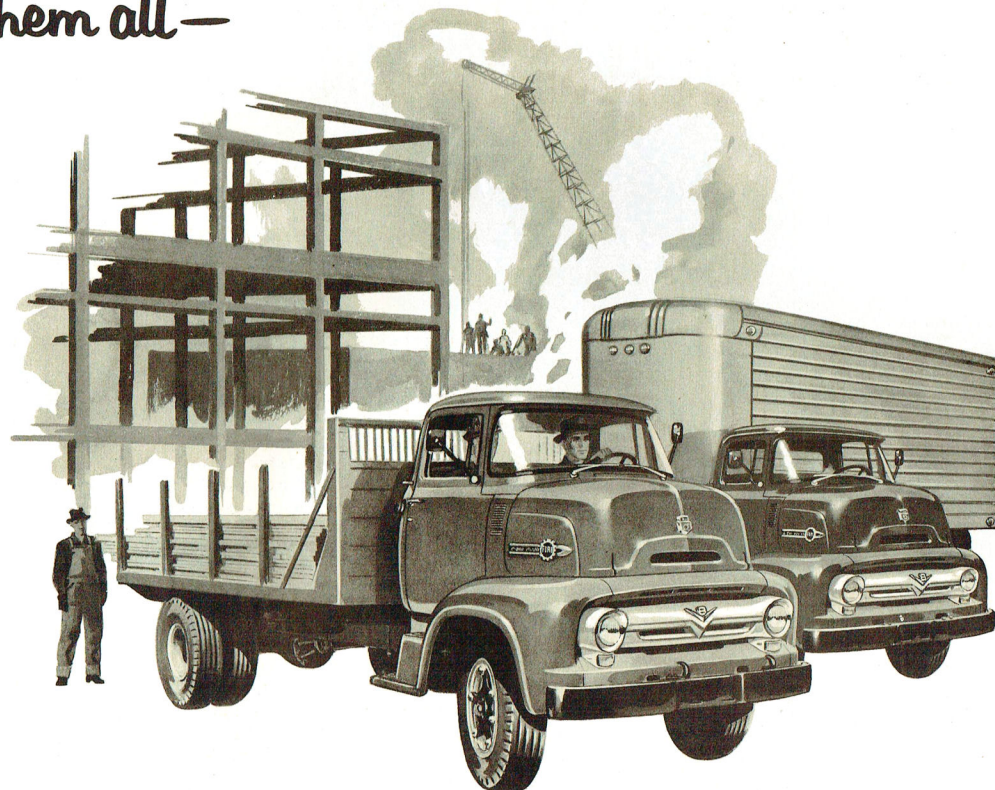
No other cab forward line comes close to offering so many advantages, so many major savings! They're everywhere you look . . . in these new Ford Triple Economy Cab Forwards!

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!

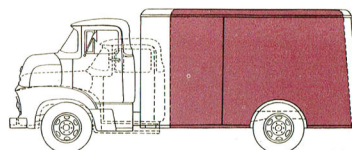
2. LOOK IN THE CAB! The easiest-working cab in any truck is Ford's new *Driverized Cab*! New full-wrap windshield gives you visibility *unlimited* . . . and there's a new full-wrap rear window available, too! Full foam-rubber seat comfort in the *Custom Cab* . . . *Master-Guide* Power Steering, now available 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!

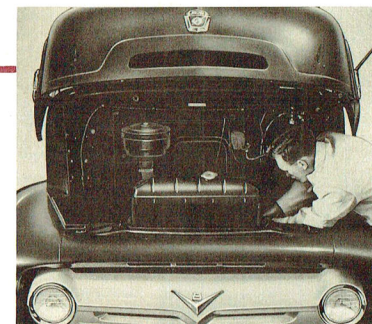
Independent insurance experts certify for the ninth straight year that Ford Trucks last longer! Actuarial studies of current license registrations . . . covering over 10,068,000 trucks of the five leading makes . . . show that **FORD TRUCKS LAST UP TO 9.9% LONGER THAN ANY OTHER LEADING MAKE!**



NEW CAB FORWARD CHASSIS-CAB for Special Purpose Bodies

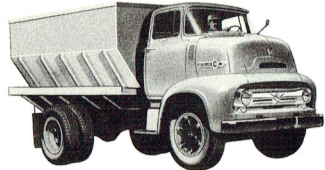


Up to 3 Feet More Loadspace than conventional trucks of the same wheelbase . . . a money-making advantage made possible by Ford's compact Cab Forward design. More load weight is shifted to the front axle, providing extra capacity at the rear. Cab and controls, though farther forward, give the driver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

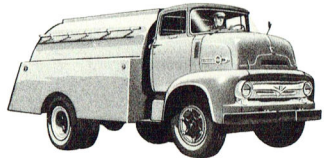


Easy Engine Accessibility is the result of Ford's widely spaced front fenders, up-front Y-8 engine. 34-in. wide frame leaves ample room for servicing on each side of engine. Practically all servicing can be handled from under the hood. Demountable brake drums, removable rear axle shafts and many other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

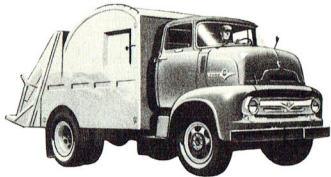
**NEW CAB FORWARD
CHASSIS-CAB**
for
Special Purpose Bodies



COAL DUMP

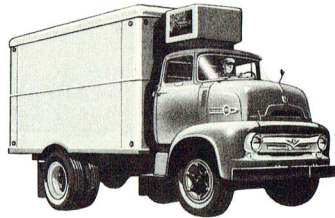
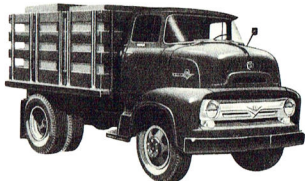


GASOLINE (OIL, MILK) TANK

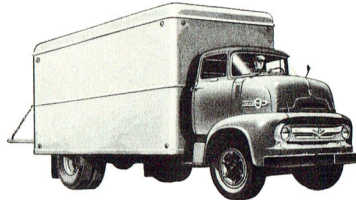


GARBAGE BODY

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



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*!

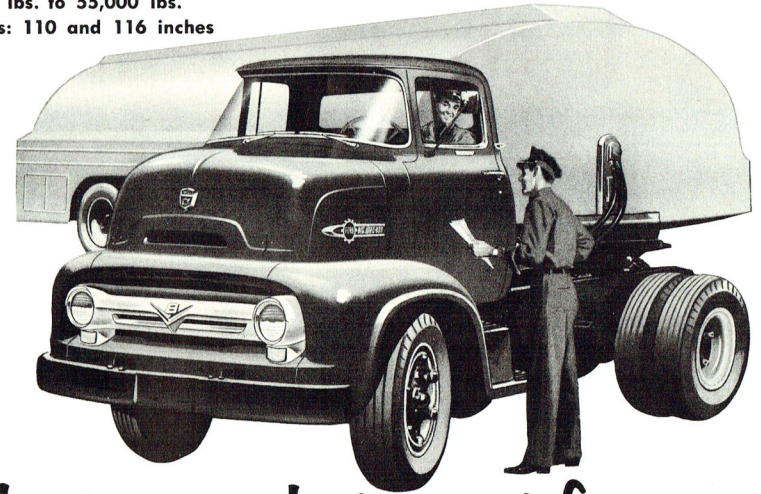
Your Ford Dealer will be happy to help you obtain the special body you need . . . in fact, he can arrange to deliver your truck equipped exactly the way you want it, ready for duty!

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.

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!

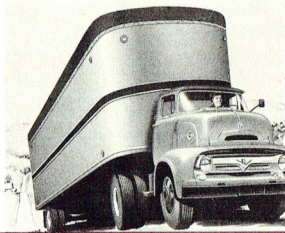
Every Ford C-Series tractor is the most powerful in its class! And by as much as 69%! Every C-Series tractor gives you greater operating economy that only Short Stroke engine design makes possible! Choose from seven new, Y-8 engines. All have new higher compression . . . and a new 12-volt ignition system, 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!

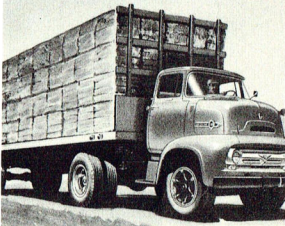
Big Power—Instant Response!

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!

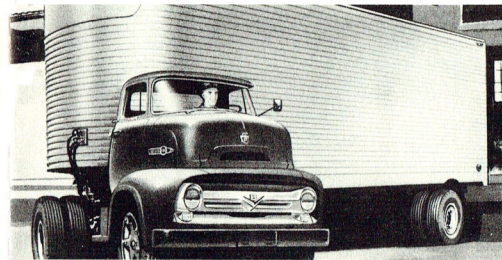


Tailor Your Tractor!

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-power-operated hydraulic, air-over-hydraulic and full-air brakes . . . and many others.

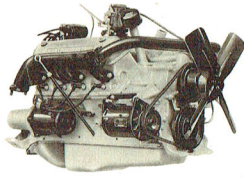


Easy to Handle, Anywhere! You save time and effort in every maneuver with an easy-handling Ford C-Series tractor. Ford's exclusive *Driverized Cab* comfort and convenience . . . responsive controls such as big, fast-acting brakes, *Power Steering* (now available in C-750's up) . . . unlimited visibility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



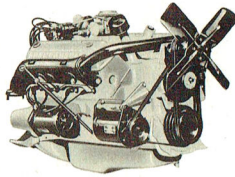
THE POWER KING Y-8's

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



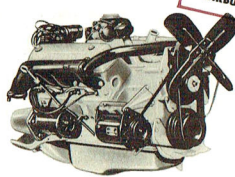
**167-h.p.
POWER KING
C-500, C-600**

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



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

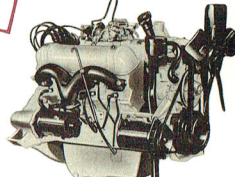
Brake Horsepower: 158 at 3800 rpm (gov. speed)
Torque: 247 lbs.-ft. at 2000-2800 rpm
Compression Ratio: 7.6 to 1
Carburetor: Dual Concentric



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

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

WITH NEW
4-BARREL
CARBURETION



**175-h.p.
CARGO KING
C-750**

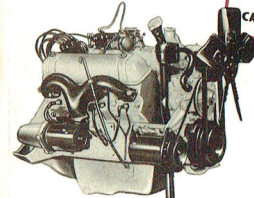
Brake Horsepower: 175 at 3800 rpm (gov. speed)
Torque: 279 lbs.-ft. at 2000-2600 rpm
Compression Ratio: 7.5 to 1
Carburetor: Dual Concentric

THE CARGO

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

KING Y-8's

performance . . . and economy possible! Bore: 3.62; Stroke:



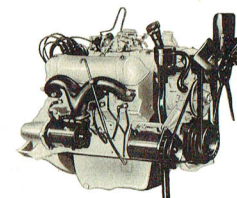
**186-h.p.
CARGO KING SPECIAL
C-750**

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

WITH NEW
4-BARREL
CARBURETION

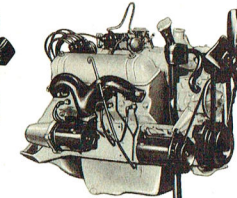
THE TORQUE KING Y-8's

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

WITH NEW
4-BARREL
CARBURETION

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

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!

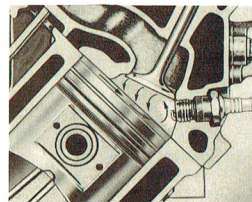
Every new Ford C-Series truck and tractor is the most powerful in its class! Each has Short Stroke power . . . the most modern, most efficient kind of truck power today!

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!

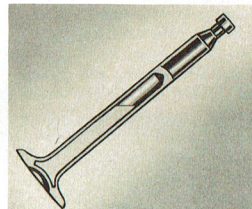
Now, for '56, Ford brings you new, higher compression and a new 12-valve ignition system in every engine. New, mighty power—up to 200

horsepower! *Special Y-8's* offer new four-barrel carburetion . . . a power-boosting feature exclusive with Ford in the cab forward field!

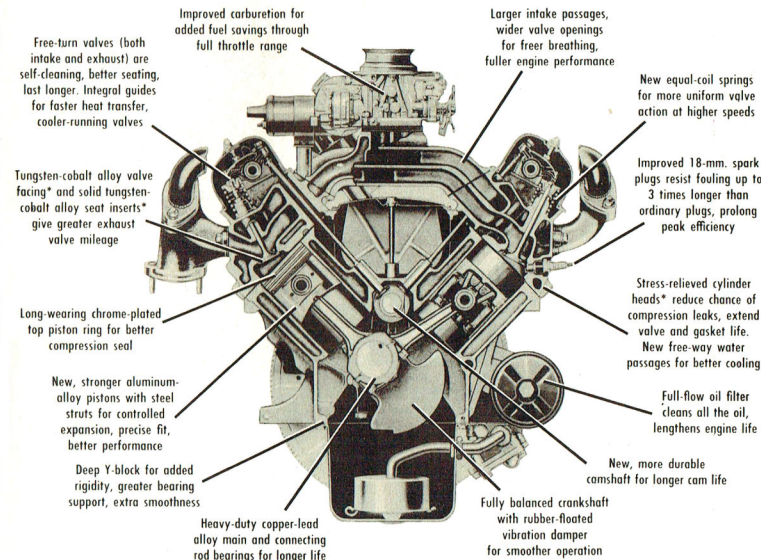
Every Ford Short Stroke engine is a more *durable* engine, too . . . with such advancements as new, more rigid deep Y-block construction, copper-lead-alloy bearings and chrome-plated top piston rings. And the two H.D. *Power Kings*, and ALL *Cargo Kings* and *Torque Kings* have a combination of heavy-duty features . . . including sodium-cooled exhaust valves, dished-type intake valves, stress-relieved cylinder heads . . . you can't get anywhere else!



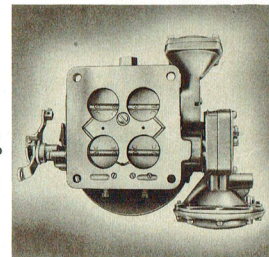
New, Higher Compression—in every engine—puts greater "thrust" on piston heads, adds "snap" to performance. Combustion chambers are wedge-shaped for higher turbulence . . . higher power output . . . more efficient combustion.



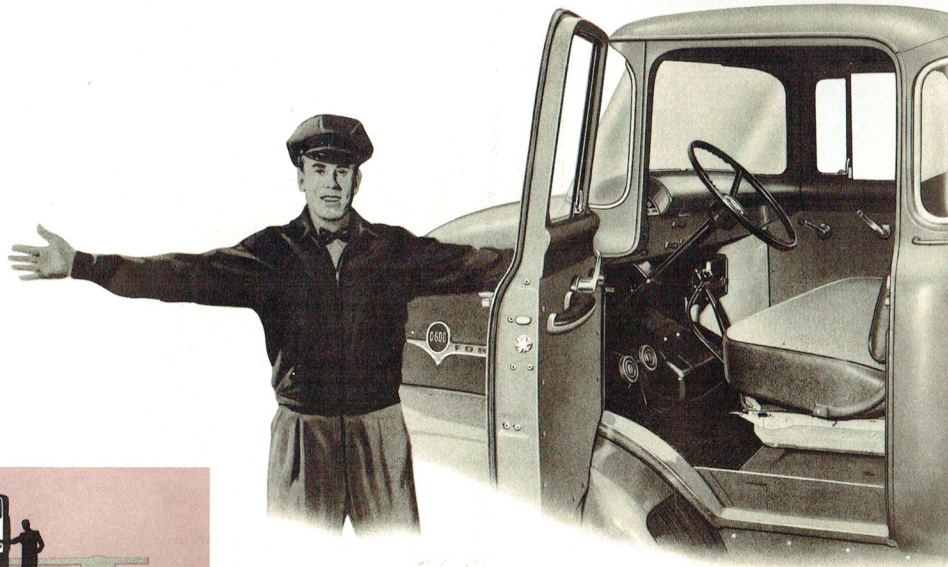
Sodium-Cooled Exhaust Valves (on H.D. *Power Kings*, *Cargo Kings* and *Torque Kings*) run up to 225 degrees cooler, last far longer than ordinary valves. Dished-type intake valves are tighter sealing for better compression. Valves on all engines are free-turning, self-cleaning, for prolonged valve life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



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!

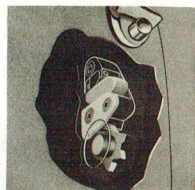
It's an *especially* easy cab to get in and out of. Big doors swing open a full 70 degrees—up to 25 degrees wider than others. And, unlike some designs, Ford provides an easy intermediate step between running board and cab floor.

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

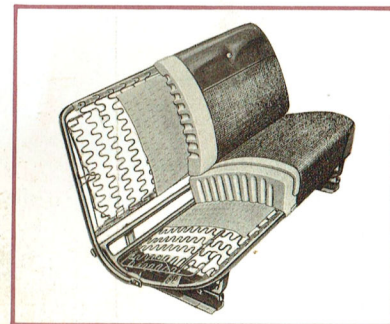
The small added cost of Ford's *Custom Driverized* Cab includes not only all the comforts and conveniences of the Standard Cab, but these worth-while "extras" as well:

INTERIOR

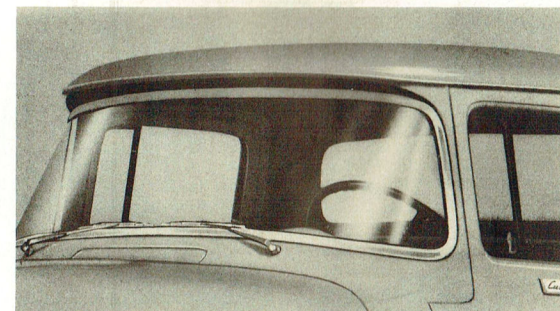
1. Color-keyed, two-tone upholstery with bolster on seat back.
2. Full foam-rubber cushioning—5-in. deep seat, 3-in. deep seat back.
3. Customized door trim and hardware.
4. Perforated thermacoustic headlining backed by 1-in. glass-wool insulation.
5. Sound deadener on floor and rear cab panels (standard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

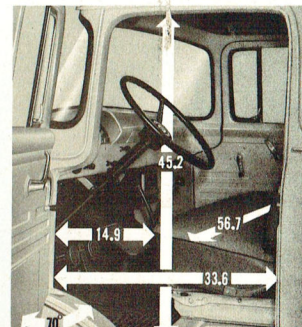


The seat in Ford's *Custom Driverized* Cab has five soft inches of foam rubber in the cushion, and three inches in seat back. Comfort even passenger cars don't offer! *Custom* Cab has upholstery of woven plastic with rich-looking, color-keyed vinyl bolster and facings. Fabric "breathes" for all-weather 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.

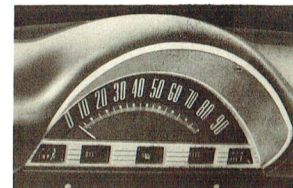


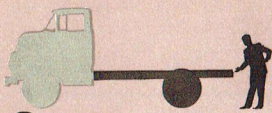
Ford's new full-wrap windshield gives the driver wide-angle visibility he's never had before! Windshield has almost 1,000 square inches of glass. Newly positioned vertical posts afford a much wider, unobstructed view . . . an important safety factor at intersections, and while maneuvering. And Ford makes 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.

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.



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!

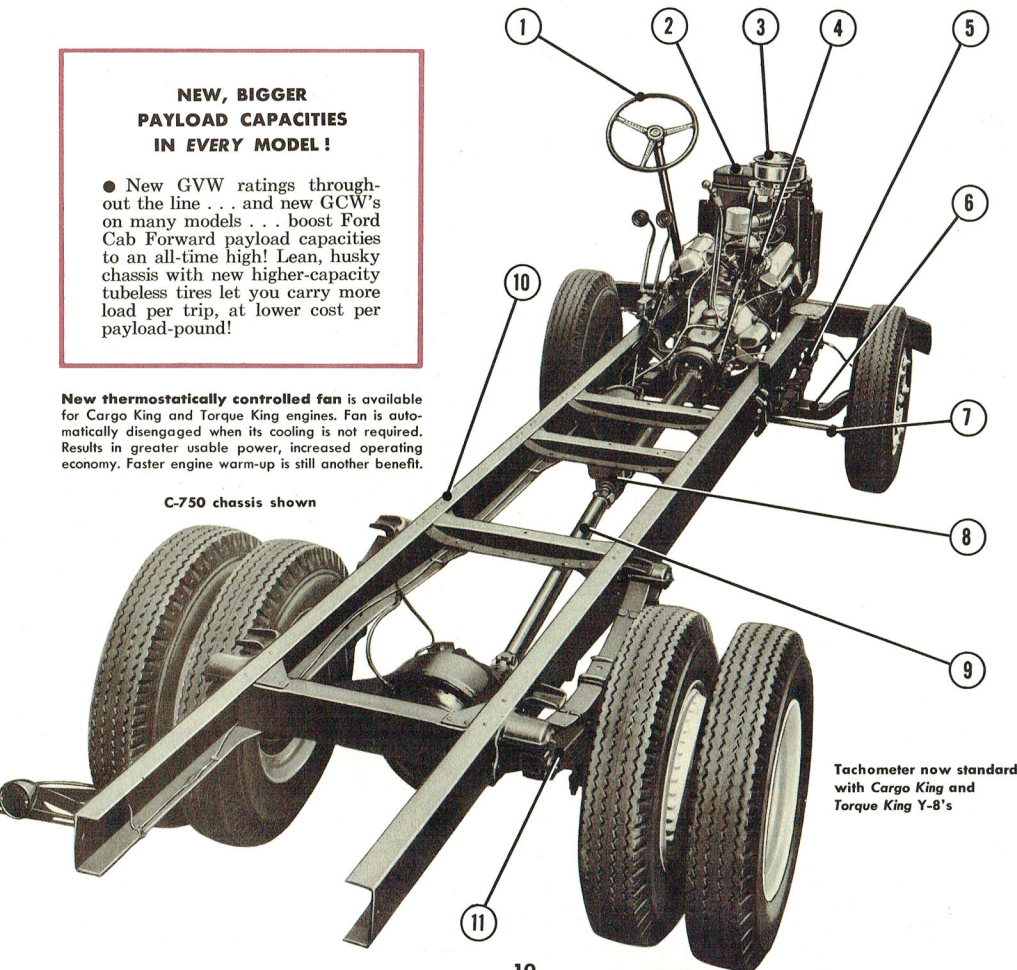
Extra toughness in every inch lets these Ford Cab Forwards
take bigger loads every trip ... last longer on any job!

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.

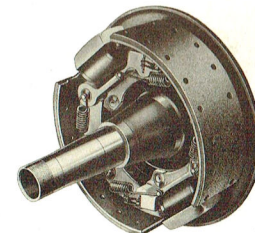
9. Straight-line drive with large-diameter tubular propeller shafts—gives smooth power flow.

10. Husky frame—in each C-Series, the strongest in its class—is double-channelled 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.

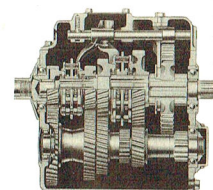
11. Wide-span rear springs, with auxiliary (std. C-600 up, available C-500), provide balanced load support. Heavy-duty engineered for long life.



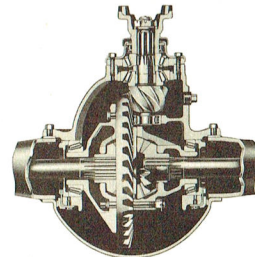
NEW TUBELESS TIRES—standard on all models—a Ford first! Higher in capacity than ordinary tube-type tires, they run up to 25 degrees cooler, give longer mileage, and are more resistant to blowouts and punctures. And, when repairs are required, they can be made in about one-fourth the time needed ordinarily.



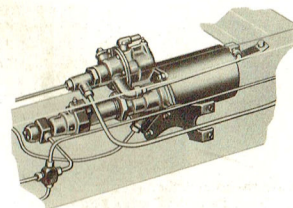
UP TO 33% LONGER BRAKE LIFE! C-700 and larger models have new thicker rear hydraulic-brake linings that last up to 33% longer! All models have double-cylinder rears with self-centering action to maintain shoe alignment and reduce lining wear. Vacuum power booster is now **STANDARD** on every Ford Cab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



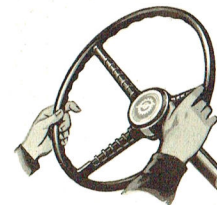
SYNCHRO-SILENT TYPE TRANSMISSIONS shift easily, give greater safety in "down shifting." Engineered for quiet, smooth operation and exceptional durability. New, wider choice of 4- and 5-speed transmissions, including Heavy Duty and new Medium Duty, direct and overdrive types, for greater operating flexibility.



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.



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.

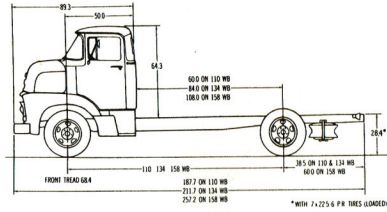


MASTER-GUIDE POWER STEERING—now available in C-750 through C-900 Series at moderate extra cost—cuts steering effort as much as 75%! Operative at all times, this Ford-designed system almost completely blocks off road shock which would normally pass into steering column—saves wheeling time everywhere!

Ford gives you 6 CAB FORWARD SERIES— 6 Wheelbase Lengths—to Choose From

C-500

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



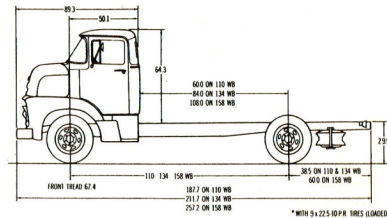
TIRES—6, Size—front and dual rear	7-22.5 6-p.r.			7-22.5 8-p.r.			8-22.5 8-p.r.†		
WHEELBASE (in.)	110	134	158	110	134	158	110	134	158
CURB WEIGHT (with fuel and water) (est.) (lbs.)	2,880	3,020	3,120	2,880	3,020	3,120	2,920	3,060	3,160
front	1,765	1,780	1,825	1,770	1,755	1,830	1,925	1,910	1,965
rear	4,645	4,770	4,945	4,650	4,775	4,950	4,845	4,970	5,145
PAYLOAD, BODY, EQUIPMENT, etc. (approx.) (lbs.)	6,355	6,230	6,055	8,350	8,225	8,050	10,155	10,030	9,855

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.



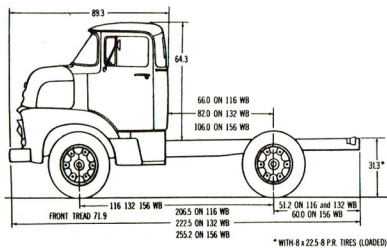
TIRES—6, Size—front and dual rear	9-22.5 10-p.r.			9-22.5 10-p.r. F 10-22.5 10-p.r. D.R.†		
WHEELBASE (in.)	110	134	158	110	134	158
CURB WEIGHT (with fuel and water) (est.) (lbs.)	2,945	3,105	3,185	2,955	3,115	3,195
front	2,035	2,020	2,095	2,110	2,095	2,170
rear	4,980	5,125	5,280	5,065	5,210	5,365
PAYLOAD, 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 V-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.



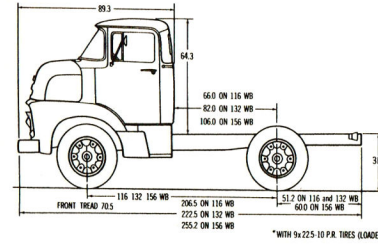
TIRES—6, Size—front and dual rear	8-22.5 8-p.r.			10-22.5 10-p.r.†		
WHEELBASE (in.)	116	132	156	116	132	156
CURB WEIGHT (with fuel and water) (est.) (lbs.)	3,510	3,535	3,575	3,575	3,600	3,640
front	2,225	2,290	2,390	2,395	2,460	2,560
rear	5,735	5,825	5,965	5,970	6,060	6,200
PAYLOAD, BODY, EQUIPMENT, 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 60 lbs. to "front," 50 lbs. to "rear," or 300 lbs. to "total" weights 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.

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.

C-750

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



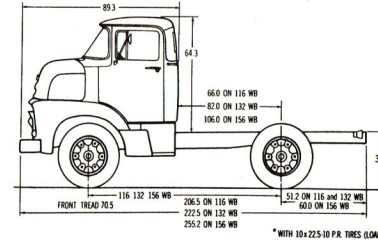
TIRES—6, Size—front and dual rear	9-22.5 10-p.r.			10-22.5 10-p.r.†		
WHEELBASE (in.)	116	132	156	116	132	156
CURB WEIGHT (with fuel and water) (est.) (lbs.)	3,695	3,735	3,745	3,720	3,750	3,790
front	2,320	2,380	2,480	2,405	2,465	2,565
rear	6,015	6,105	6,245	6,125	6,215	6,355
PAYLOAD, BODY, EQUIPMENT, etc. (approx.) (lbs.)	12,485	12,395	12,255	14,875	14,785	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," 40 lbs. to "rear," or 300 lbs. to "total" weights 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.



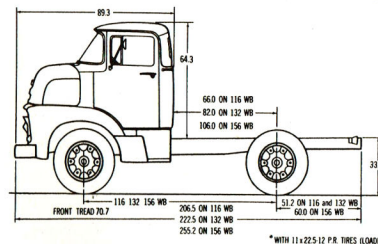
TIRES—6, Size—front and dual rear	10-22.5 10-p.r.			11-22.5 12-p.r.†		
WHEELBASE (in.)	116	132	156	116	132	156
CURB WEIGHT (with fuel and water) (est.) (lbs.)	3,730	3,760	3,800	3,800	3,830	3,870
front	2,675	2,755	2,835	2,810	2,890	2,970
rear	6,405	6,515	6,635	6,610	6,720	6,840
PAYLOAD, BODY, EQUIPMENT, etc. (approx.) (lbs.)	15,095	14,985	14,865	17,390	17,280	17,160

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	3,980
front	3,000	3,040	3,140	3,125	3,205	3,285
rear	6,855	6,960	7,085	7,035	7,140	7,265
PAYLOAD, BODY, EQUIPMENT, etc. (approx.) (lbs.)	18,145	18,040	17,915	21,965	21,860	21,735

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 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.

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

AXLE, REAR

	C-500	C-600
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)—Planer 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— $\frac{3}{8}$
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— $\frac{3}{8}$
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 $\frac{1}{2}$

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

CLUTCH

Type Size: Diam.—Area (sq. in.)—Standard 11-in.—123.7
Optional (extra cost) 11-in. H.D.—123.7
Type Gyro-Grip, Semi-Centrifugal Single Plate

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) C-500 C-600
Diameter, in.—110" wb. 2.5(f. and r.) 3.0(f. and r.)
f. = front 134" wb. 2.5(f. and r.) 3.0(f. and r.)
r. = rear 158" wb. 2.5(f. and r.) 3.0(f. and r.)
Universal Joints—Number, Type Three, Needle Roller Bearing
Center Bearing Rubber-Encased 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 Coil; Open Wiring in Rubber Grommets
Headlights Sealed Beam, Foot-Switch Beam Control
Starter High Torque, Automatic Engagement, Solenoid Switch, Ignition Key Control
Parking Lights: Left-hand Combination Stop and Tail Light; Instrument Lights; Ignition Switch with Key Lock; Circuit Breakers; Voltage Regulator.

	Power King Overhead-Valve	167-h.p. Y-8 (C-500 and C-600)	158-h.p. Y-8	168-h.p. Y-8 C-600
Bore and Stroke, in.	3.62 x 3.30	3.62 x 3.30	3.62 x 3.30	3.62 x 3.30
Displacement—cu. in.	272	272	272	272
Governed Speed—RPM (factory setting)	—	—	3600 load 3800 no load	—
Max. Brake Horsepower—RPM	167 @ 4400	158 @ 3800	168 @ 3800	—
Max. Torque—Lbs.-Ft.—RPM	260 @ 2100-2600	247 @ 2000-2800	259 @ 2100-2900	—
Compression Ratio	7.8 to 1	7.6 to 1	7.6 to 1	—

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 9.45
Cross Members—Type Flanged "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
168-h.p. Four-Barrel Concentric Downdraft
Air Cleaner Heavy Duty Oil Bath, One Qt. Capacity
Fuel Pump and Filter Diaphragm Type, Driven from Camshaft
Fuel Tank 18-Gal. Inside Cab, behind Seat
Fuel Filler Tube Extension to Outside Cab—Right Side, Easy-On Cap

● **Tractor-Trailer—Max. GCW 25,000 lbs.**

● **Tractor-Trailer—Max. GCW 32,000 lbs.**

LUBRICATION

Engine Full Pressure Feed to all Main, Crankpin and Camshaft Bearings
Crankcase Capacity—167-h.p. 6 Qts. (dry); 5 Qts. (refill)
158 or 168-h.p. 7 Qts. (dry); 6 Qts. (refill)
Chassis Fittings for Pressure Lubrication

SPRINGS—Semi-Elliptic, Ford Alloy Steel

	Front	Main	Rear	Auxiliary*
Length x Width—in.	45 x 2.25	52 x 2.5	37 x 2.5	37 x 2.5
No. Leaves and Defl. Rate—lbs. per in.	8—634	10—1226	6—1400	6—1400
Capacity at Spg. Pad (Norm. Defl.)—Per Spring, Lbs.	1900	4500	1700	6200 (combined)

*Auxiliary springs standard on C-600; optional at extra cost on C-500 (required for 15,000 lbs. GVW). Note: For 18,000 lbs. GVW on C-600 H.D., 7-leaf auxiliary rear springs (at extra cost) are required—defl. rate 1540 lbs. per in., combined capacity (with rear springs), 7250 lbs. per spring.

STEERING

Type Worm and Dual Row Needle Bearing Roller
Ratio 20.4 to 1
Wheel 18-in. Dia. 3-Spoke
Wheelbase 110" 134" 168"
Turning Circle Diameter—Right or Left—ft.: C-500 39.7 46.2 52.8
C-600 39.6 46.1 52.7
Tie Rod Large Size Ball Stud and Socket, Spring Loaded for Automatic Take-up of Wear, Equipped with Rubber Dust Shields

TRANSMISSION

Standard: C-500 and C-600 4-Speed, Synchro-Silent
Optional (extra cost): C-600 5-Speed Synchro-Silent Overdrive
Optional (extra cost): C-600 5-Speed Synchro-Silent Direct-In-Fin
Gear Positions First Second Third Fourth Fifth Reverse
Ratios (to 1):
Std. 4-Speed 6.40 3.09* 1.69* 1.00* — 7.82
Opt. 5-Spd. Overdrive 6.15 3.64 1.89 1.00 0.798* 6.00
Opt. 5-Spd. Direct 7.31 4.315 2.39 1.52* 1.00* 7.10
Power Take-Off Opening S.A.E. 6-Bolt, on Right Side
*Synchronized speeds.

WHEELS AND TIRES (C-500)

Wheels—Standard Seven—22.5 Drop-center Steel Disc with 5.83-inch Dish; 5 Hole, 8-inch Dia. Bolt Circle
Rims—Standard Size 22.5 x 6.0
Tires—Standard Size—Front and Dual Rear Six—7-22.5 6-ply rating

WHEELS AND TIRES (C-600)

Wheels Seven—22.5 Drop-center Steel Disc with 5.53-inch Dish
6 Hole, 8 $\frac{1}{2}$ -inch Dia. Bolt Circle
Rims—Standard Size 22.5 x 6.0
Tires—Standard Size—Front and Dual Rear Six—8-22.5 8-ply Rating

STANDARD EQUIPMENT,

Chassis-Cab, in addition to items specified above:
Center Cowl Ventilator Hand Throttle Mirror, Rear View, Left-
Curved Instrument Panel Oil Filter (158 or 168 h.p.) Hand Outside, Long Arm
Speedometer Governor (158 or 168 h.p.) Door Lock, Right Side
Water Temperature Gage Single Electric Horn Grab Handles
Oil Pressure Gage Full-Width Seat with Short Running Boards
Fuel Gage Counter-Shock Snubbers with Rubber Step Pads
Charge Indicator Full-Wrap Windshield Fender Steps with Rubber
Ash Receptacle Dual Windshield Wipers Step and Scuff Pads
Dispatch Box Sun Visor, Left Side Spare Tire Carrier
Choke Button Air Wing Ventilating Mechanical Jack and
Light Switch Windows in Doors Tools

STANDARD COLORS

Choice of Raven Black, Nocturne Blue, Diamond Blue, Meadow Green, Vermilion, Golden-glow Yellow, Platinum Gray or Meadowmist Green (on hood, fenders, cowl, cab, body of stake model, running boards, fuel cap and interior metal). Colonial White is available on Custom Cab roof and upper rear panel as a two-tone color combination with Std. colors. Painted Black are frame, outside mirror, door divider bar, vent window frame, fuel tank, tail lamp, springs, axles, wheels and bumper.

AVAILABLE EQUIPMENT AND ACCESSORIES at extra cost:

Axle, Rear—2-Speed Planet
Battery—70 Amp.
Cab, Custom
Clutch, H.D. 11-in.
Directional Turn Signals
Fan, Heavy Duty Cooling
Fire Extinguisher (1 $\frac{1}{4}$ qt.)
Governor (167-h.p.)
Heater and Defroster—
MagicAir System or
Recirculating
Hood Ornament
Lifeguard Seat Belts
Locking Gas Tank Cap
Mirror, Outside Rear
View—Right or Left,
6" adjustment
Oil Filter (167-h.p.)
Mirror, Arm Braces
Radiator Grille Guard,
Heavy Duty
Radio—5 Tubes plus Recti-
fier, Single Knob Control
Rear Window, Full-Wrap
Reflector Flares (3 in Kit)
with Flags
Seat Cover
Splash Guards (3 sizes)
with Brackets
Spotlight with Bracket
Springs, Rear—Auxiliary
Tail Light—Right Hand
Tinted Glass
Tow Hooks
Transmissions—C-600:
5-Spd. Direct-In-Fifth
5-Spd. Overdrive
Visor
Windshield Washer
Windshield Wipers—Positive
Action Dual Electric
Water Windshield Wiper
Blades
Wheels and Tires—C-500:
Standard Wheels and Six
7-22.5 8-p.r. tires
Standard Wheels and Six
8-22.5 8-p.r. tires*
Two 8-22.5 8-p.r. front and
four 9-22.5 10-p.r. rear
tires*
*Auxiliary rear springs
required. 12-Spd. axle re-
quired with 6-cyl. engine
Wheels and Tires—C-600:
Standard Wheels with
Two 8-22.5 8-p.r. front and
four 9-22.5 10-p.r. rear
tires
Six 9-22.5 10-p.r. tires
Two 9-22.5 10-p.r. front and
four 9-22.5 12-p.r. rear
tires
Two 9-22.5 10-p.r. front and
four 10-22.5 10-p.r. rear
tires*
*H.D. aux. rear springs and
H.D. Power King Engine
required for 18,000 lbs GVW

Series C-700 and C-750 Cab Forward Specifications

C-700 RATINGS: Truck—Max. GVW 21,000 lbs.

C-750 RATINGS: Truck—Max. GVW 21,000 lbs.

AXLE, FRONT

Capacity—lbs. 7000
Size (Height x Width x Web) in. Modified I-Beam 3.19 x 2.88 x 0.44

AXLE, REAR

Capacity—lbs. 16,000
Type Single Reduction—Hypoid—Full-Floating
Axle Ratio—Standard 7.17 to 1
Opt. Axle (extra cost)—Type Two-Speed Planet, Full Floating
Ratios 6.50/9.04

BRAKES, SERVICE

Standard—Type Vacuum-Power-Operated, Hydraulic, Two Shoe
Front: Double Anchor, Rear: Double Cylinder, Self-Energizing
Size (Drum Diam. x Lining Width—Thick.) in.:
Front Brake 16 x 2 $\frac{1}{4}$ — $\frac{1}{4}$
Rear Brake 15 x 5— $\frac{1}{2}$
Total Area—sq. in.: Drum—Lining 697—444
Booster Single-unit—Power Chamber, Hyd. Vac. Valve and Slave Cyl.
Effective Diaphragm Diam.—in. 10 $\frac{1}{2}$
Optional (extra cost—C-750 only) Air-over-Hydraulic System with
Air Booster and Warning Buzzer

BRAKE, HAND

Size (Drum Diam. x Lining Width—Thick.)—in. 9.5 x 3—5/16
Total Lining Area—sq. in. 89
Type Drum and Contracting Band at Rear of Transmission on Drive Line

BUMPER

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

CLUTCH

Size: Diameter—Area (sq. in.) 11 in. H.D.—123.7 12 in.—149.2
Type Gyro-Grip, Semi-Centrifugal, single plate

COOLING SYSTEM

Capacity—qts. 23 (C-700); 27 (C-750)
Radiator Flat Tube and Fin—Pressure Cap
Thermostat In Engine Water Outlet
Fan, Diameter—in. std. 18—4-blade; opt. 18—5-blade (C-700)
std. 18 $\frac{1}{2}$ —4-blade; opt. 18 $\frac{1}{2}$ —5-blade (C-750)

DRIVE LINE

Type Hotchkiss, Straight Line Drive
Propeller Shafts—Number Two, Tubular, Forged Steel Ends
Diameter, in.: 116" & 132" Wbs. 3.0 (front and rear)
156" Wb. 3.5 (front)—3.0 (rear)
Universal Joints—Number, Type Three, Needle Roller Bearings
Center Bearing Rubber Encased Ball Type

ELECTRICAL SYSTEM

Battery 12-Volt, 66-Plate, 55-Amp. Hr. Capacity (C-700)
12-Volt, 78-Plate, 70-Amp. Hr. Capacity (C-750)
Generator 30-Amp., 450 Watt
Ignition Full Vacuum Controlled System, Fully Automatic
Distributor; Metal-Clad Coil; Open Wiring in Rubber Grommets
Headlights Sealed Beam, Foot-Switch Beam Control
Starter High Torque, Automatic Engagement, Solenoid Switch, Ignition Key Control
Parking Lights: Left-hand Combination Stop and Tail Light; Instrument Lights; Ignition Switch with Key Lock; Circuit Breakers; Voltage Regulator.

	H.D. Power King Y-8 (Std.)	Cargo King Y-8 (Std.)
ENGINE—Low-Friction, Overhead-Valve	C-700 C-750	
Bore and Stroke, in.	3.62 x 3.30	3.62 x 3.66
Displacement—cu. in.	272	302
Governed Speed—RPM (factory setting)	—	3600 (load)—3800 (no load)
Max. Brake Horsepower—RPM	158 @ 3800	175 @ 3800
Max. Torque—Lbs.-Ft.—RPM	247 @ 2000—2800	279 @ 2000—2600
Compression Ratio	7.6 to 1	7.5 to 1
Other Opt. engines—C-700: 168-h.p. Power King Special Y-8 —C-750: 186-h.p. Cargo King Special Y-8		

FRAME

Side Rails—Type Parallel, Double Channel Section—Tapered Front and Rear
Main Rail Max. Section (Depth x Flange x Thick.)—in. 9 x 3 x $\frac{1}{4}$
*Reinforcement Max. Section
(Depth x Flange x Thick.)—in. 8.5 x 2.56 x 0.15
Section Modulus 13.83
Cross Members—Type Flanged "U" Type with Alligator Jaw and Channel Sections
Number 4—116" wb.; 5—132" wb.; 6—156" wb.
*Channel reinforcements extend from rear brackets of front springs to front brackets of rear springs.

FUEL SYSTEM

Carburetor—158 and 175-h.p. Y-8 Dual Concentric Downdraft
168 and 186-h.p. Y-8 Four Barrel Concentric Downdraft
Air Cleaner Heavy Duty Oil Bath, One Qt. Capacity
Fuel Pump and Filter Diaphragm Type, Driven from Camshaft
Fuel Tank—Chassis with Cab 18-Gal. Inside Cab, behind Seat
Fuel Filler Tube Extension to Outside Cab—Right Side, Easy-On Cap

● **Tractor-Trailer—Max. GCW 35,000 lbs.**

● **Tractor-Trailer—Max. GCW 42,000 lbs.**

LUBRICATION

Engine Full Pressure Feed to all Main, Crankpin and Camshaft Bearings
Crankcase Capacity 7 Qts. (dry); 6 Qts. (refill) (C-700)
9 Qts. (dry); 8 Qts. (refill) (C-750)
Chassis Fittings for Pressure Lubrication

SPRINGS

	Front	Main	Auxiliary
Semi-Elliptic, Ford Alloy Steel			
Length x Width—in.	46 x 2.5	52 x 3.0	37.5 x 3
No. of Leaves and Defl. Rate—lbs. per in.	12—860	13—1225	7—975
Capacity, Spring Pad (Norm. Defl.)—per spring lbs.	2250	6800 (combined)	

NOTE: For 21,000 GVW optional heavy 14-leaf rear main springs (at extra cost) are required—defl. rate 1425 lbs. per in., combined capacity (with aux.) 7800 lbs. per spring.

STEERING

Type Worm and Dual Row Needle Bearing Roller
Ratio 24.4 to 1
Wheel 20-in. Dia. 3-Spoke
Wheelbase 116" 132" 166"
Turning Circle Diameter—Right or Left—ft.—C-700 41.6 46.0 52.7
C-750 41.5 45.9 52.5
Tie Rod Ball Stud and Socket, Spring Loaded for Automatic
Take-up of Wear, Equipped with Rubber Dust Shields

TRANSMISSION (C-700)

Type—Standard 4-Speed, Synchro-Silent, Center Shift
Optional (extra cost) Medium Duty 5-Speed Overdrive, Synchro-Silent
Optional (extra cost) Medium Duty 5-Speed Direct In Fifth, Synchro-Silent
Gear Positions First Second Third Fourth Fifth Reverse
Ratios (to 1): 4-Speed 6.40 3.09* 1.69* 1.00* 0.799* 6.00
M.D. 5-Speed O.D. 6.06 3.50 1.80 1.00* 0.799* 6.00
M.D. 5-Speed Direct 7.08 4.09 2.38 1.47* 1.00* 7.012
Power Take-Off Opening S.A.E. 6-Bolt, on Right Side
*Synchronized speeds

TRANSMISSION (C-750)

Type—Standard Medium Duty 5-Speed Direct In Fifth Synchro-Silent
Optional Medium Duty 5-Speed, Overdrive, Synchro-Silent
Optional (extra cost) First Second Third Fourth Fifth Reverse
Ratios (to 1): M.D. 5-Speed Overdrive 6.06 3.50 1.80 1.00* 0.799* 6.00
M.D. 5-Speed Direct 7.08 4.09 2.38 1.47* 1.00* 7.012
Power Take-Off Opening S.A.E. 6-Bolt, on Both Sides
*Synchronized speeds.

WHEELS AND TIRES (C-700)

Wheels—Standard Four—22.5-inch Cast Spoke Type
Optional Seven—8-Stub Steel Disc Type
Rims—Standard Size Seven—22.5 x 6.75
Tires—Standard Size—Front and Dual Rear Six—8-22.5 8-ply Rating

WHEELS AND TIRES (C-750)

Wheels—Standard Four—22.5-inch Cast Spoke Type
Optional Seven—8-Stub Steel Disc Type
Rims—Standard Size Seven—22.5 x 6.75
Tires—Standard Size—Front and Dual Rear Six—9-22.5 10-ply Rating

STANDARD EQUIPMENT, Chassis-Cab, in addition to items specified above:

Center Cowl Ventilator Hand Throttle Air Wing Ventilating
Curved Instrument Panel Engine Governor Windows in Doors
Speedometer Oil Filter, Replaceable Sun Visor, Left Side
Water Temperature Gage Cartridge Type Mirror, Rear View, Left-
Oil Pressure Gage Electric Horn Hand Outside, Long Arm
Fuel Gage Full-w/ld Seat with Door Lock, Right Side
Charge Indicator Full-Wrap Windshield Grab Handles
Tachometer (C-750) Counter-Shock Snubbers Short Running Boards
Ash Receptacle Dispatch Box With Rubber Step Pads
Dispatch Box Dual Positive Action Fender Steps with Rubber
Choke Button Electric Windshield Step and Scuff Pads
Light Switch Wipers Jack and Tools

STANDARD COLORS

Choice of Raven Black, Nocturne Blue, Diamond Blue, Meadow Green, Vermilion, Golden-glow Yellow, Platinum Gray or Meadowmist Green (on hood, fenders, running boards, fuel cap, cowl, cab, and interior metal). Colonial White is available on Custom Cab roof and upper rear panel as a two-tone color combination with Standard colors. Painted Black are frame, outside mirror, door divider bar, vent window frame, fuel tank, tail lamp, springs, axles, wheels and bumper.

AVAILABLE EQUIPMENT AND ACCESSORIES at extra cost:

Axle, Rear—2-Speed Planet
Battery—70 Amp.
Cab, Custom
Carrier—Spare Wheel
Directional Turn Signals
Fan, Heavy Duty Cooling
Fire Extinguisher (1 $\frac{1}{4}$ qt.)
Heater and Defroster—
MagicAir System or
Recirculating
Hood Ornament
Lifeguard Seat Belts
Locking Gas Tank Cap
Mirror, Outside Rear View
—Right or Left,
6" Adjustment
Mirror, Arm Braces
Power Steering—C-750
Radiator Grille Guard,
Heavy Duty
Radio—5 Tubes plus
Rectifier, Single Knob
Control
Rear Window, Full-Wrap
Reflector Flares (3 in
Kit) with Flags
Rims—Wide Base for
Cast Wheels
Seat Covers
Splash Guards (3 Sizes)
with Brackets
Spotlight with Bracket
Springs, Rear—Heavy Duty
Tachometer, (C-700)
Tail Light—Right Hand
Tinted Glass
Tow Hooks
Transmissions—
M.D. 5-Spd. Direct or
Overdrive (C-700)
M.D. 5-Spd. Overdrive
(C-750)
Windshield Washer
Winter Windshield Wiper
Blades—Left
Wheels and Tires—C-700:
(4) Cast Wheels and (7)
6.75 or 7.50 Rims
(7) 20 x 6.75 Disc Wheels
(2) 8-22.5 8-p.r. Front and
(4) 9-22.5 10-p.r. Rear
Tires
(2) 9-22.5 10-p.r. Front and
(4) 10-22.5 10-p.r. Rear
Tires*
(6) 9-22.5 10-p.r. Tires
(4) 10-22.5 10-p.r. Tires*
Wheels and Tires—C-750:
(4) Cast Wheels and (7)
7.50 Rims
(7) 20 x 6.75 Disc Wheels
(6) 10-22.5 10-p.r. Tires*

*Heavy Duty Rear Springs Required

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.

● **Tractor-Trailer—Max. GCW 48,000 lbs.**

● **Tractor-Trailer—Max. GCW 55,000 lbs.**

AXLE, FRONT (C-800)

Capacity—lbs. 7,000

Size (Frame x Width x Web) in. Modified I-beam 3.19 x 2.88 x 0.44

AXLE, FRONT (C-900)

Capacity—lbs. 9,000

Size (Frame x Width x Web) in. Modified I-beam 3.62 x 3.25 x 0.50

AXLE, REAR (C-800)

Capacity—lbs. 18,000

Size (Frame x Width x Web) in. Standard 7.17 to 1—Optional 7.67 to 1

Optional (extra cost)—Type Two-Speed Planet, Full Floating

Optional (extra cost)—Ratios 6.50/8.87

Optional (extra cost)—Ratios 7.17/9.77

AXLE, REAR (C-900)

Capacity—lbs. 21,000

Type Single Speed, Full Bevel

Optional (extra cost)—Type Standard 7.67 to 1

Optional (extra cost)—Ratios 7.17/9.77

BRAKES, SERVICE

(Drum) Type Vacuum-Powered Operated, Hydraulic, Two-Shoe

Size (Drum Diam. x Lining Width—Thick.)—In.

Front Brake **C-800** 10 x 2 1/4—1/4 16 x 2 1/4—1/4

Rear Brake 16 x 5 1/2—1/4 16 x 6 1/2—1/4

Booster Total Area—sq. in. Single—Lining 720—485

Effective Diam.—in. Diaphragm 10 1/4 (C-800); Piston 9 1/4 (C-900)

Optional (extra cost)—Type Full Air Operated, Heavy Duty Hydraulic System, with Air Booster and Warning Buzzer

Optional (extra cost)—C-800 only Slack Adjusters and Air Warning Buzzer

Optional (extra cost)—C-900 only Total Drum—Lining Area, 160 sq. in. Front—16" x 2 1/4", Rear—16 1/2" x 5 1/2"

Optional (extra cost)—C-900 only Total Drum—Lining Area, 160 sq. in. Front—16" x 2 1/4", Rear—16 1/2" x 5 1/2"

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LUBRICATION

Engine Full Pressure Feed to All Main, Crankpin and Camshaft Bearings

Chassis 9 Qt. (dry); 5 Qt. (re-fill)

Chassis Fittings for Pressure Lubrication

SPRINGS (C-800)

Semi-Elliptic, Ford Alloy Steel

Length x Width—In. 46 x 2.5

No. of Leaves and Defl. Rate—lbs. per in. 12—1094

Capacity, Spring Pad (Norm. Defl.)—

per spring lbs. 3000

NOTE: For 24,000 lbs. GVW, optional heavy 12-leaf rear main springs (at extra cost) are required—defl. rate 1650 lbs. per in., combined capacity (with aux.) 8700 lbs. per spring.

SPRINGS (C-900)

Semi-Elliptic, Ford Alloy Steel

Length x Width—In. 46 x 2.5

No. of Leaves and Defl. Rate—lbs. per in. 12—1118

Capacity, Spring Pad (Norm. Defl.)—

per spring lbs. 3500

NOTE: For 29,000 lbs. GVW, optional heavy 12-leaf rear main springs (at extra cost) are required—defl. rate 2,030 lbs. per in., combined capacity (with aux.) 8700 lbs. per spring.

STEERING

Type Worm and Dual Row Needle Bearing Roller

Ratio 20:1 In. Dia. 3-Spoke

Wheelbase 41.5

Turning Circle Diameter—Right or Left—ft. **C-800** 44.2

Tie Rod Ball Stud and Socket, Spring Loaded for Automatic

Take-up of Wear, Equipped with Rubber Dust Shields

TRANSMISSION

Type Heavy Duty 5-Speed Direct-In-Fifth, Synchro-Silent

Optional Heavy Duty 5-Speed Overdrive, Synchro-Silent

Clear Position First Second Third Fourth Reverse

Ratios (to 1): H.D. 5-Speed Direct 7.58 4.38* 2.40* 1.48* 1.00* 7.51

H.D. 5-Speed Overdrive 8.04 3.50* 1.80* 1.00* 7.51

Power Take-Off Opening S.A.E. 6-Bolt, on Both Sides

*Synchronized speeds.

WHEELS AND TIRES (C-800)

Wheels—Standard Four—22.5-Inch Cast Spoke Type

Optional Seven—8-Stub Steel Disc Type

Rims—Standard Size and Type Seven—22.5 x 6.75

Standard Size—Front and Dual Rear Six—10-22.5 10-ply Rating

WHEELS AND TIRES (C-900)

Wheels—Standard Four—22.5-Inch Cast Spoke Type

Optional Seven—10-Stub Steel Disc Type

Rims—Standard Size and Type Seven—22.5 x 7.50

Tires—Standard Size—Front and Dual Rear Six—11-22.5 12-ply Rating

STANDARD EQUIPMENT

Chassis-Cab, in addition to items specified above:

Oil Filter, Replaceable

Cartridge Type

Speedometer

Water Temperature Gage

Oil Pressure Gage

Fuel Gage

Charge Indicator

Tachometer, Mechanical

Ash Receptacle

Dispatch Box

Choke Button

Light Switch

Hand Throttle

Engine Governor

STANDARD COLORS

Choices of Raven Black, Nocturne Blue, Diamond Blue, Meadow Green, Vermilion,

Goldenglow Yellow, Platinum Gray or Meadowmist Green (on hood, fenders, cowl,

locking boards, fuel cap, cab, and interior metal). Colonial White is available on Custom

Cab roof and upper rear panel as a two-tone color combination with Standard colors.

Painted Black are frame, outside mirror, door divider bar, vent window frame, fuel tank,

tail lamp, springs, axles, wheels and bumper.

AVAILABLE EQUIPMENT AND ACCESSORIES at extra cost:

Axle, Rear—2-Speed

Planer

Brake—Air-Over-

Hydraulic on C-800

Reflector Flare (3 in

Kil) with Flange

Rims—Wheels—B

Cast Wheels

Directional Turn Signals

Fan, Heavy Duty Cooling

Fan, Thermostatic Type

Fire Extinguisher

Heater or Defroster—

Locking Gas Tank Cap

Left or Right

8" Adjustment

Power Steering

Windshield Washer

Winter Windshield Wiper

Recliner, Single Knob

Wheels and Tires—**C-800**:

(1) 4-Stub Wheels and (7)

(7) 22.5 x 7.50, 8 or 10"

(6) 11-22.5 12-p.r. Tires*

Wheels and Tires—**C-900**:

(1) 4-Stub Wheels and (7)

(7) 22.5 x 7.50, 8 or 10"

(6) 11-22.5 12-p.r. Tires*

Wheels and Tires—**C-900**:

(1) 4-Stub Wheels and (7)

(7) 22.5 x 7.50, 8 or 10"

(6) 11-22.5 12-p.r. Tires*

Wheels and Tires—**C-900**:

(1) 4-Stub Wheels and (7)

(7) 22.5 x 7.50, 8 or 10"

(6) 11-22.5 12-p.r. Tires*

Wheels and Tires—**C-900**:

(1) 4-Stub Wheels and (7)

(7) 22.5 x 7.50, 8 or 10"

(6) 11-22.5 12-p.r. Tires*