

SERIES  
**F-900**

Max. G.V.W.  
27,000 lbs.  
Max. G.C.W.  
55,000 lbs.



# FORD *TRIPLE ECONOMY* TRUCKS

**FOR 1954**

**give you more truck for your money!**



## What Ford Truck

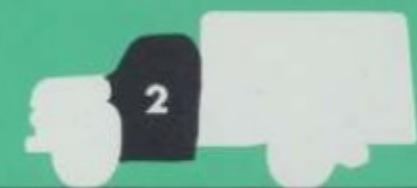
# TRIPLE ECONOMY

## Means to You



### New Gas-saving POWER

Ford's new LOW-FRICTION engines give you greater horsepower and more flashing performance with Ford's traditional operating economy! Modern overhead-valve, short-stroke design in the mighty, new 170-h.p. Cargo King V-8 delivers more usable hauling power. That's Big Economy Item No. 1!



### New Driver-saving EFFICIENCY

Ford's Driverized Cabs, the most comfortable cabs in trucking, reduce driver fatigue, save time and conserve energy in the costly human element of truck operation. And that's Big Economy Item No. 2.



### New Money-saving CAPACITIES

Whatever your hauling requirements are, you'll find the right load-carrying capacity to fit your job in the new, 1954 Ford Triple Economy Truck line. And profitable payload capacity is your Big Economy Item No. 3.

*Thus* Ford Trucks for '54  
give you  
**MORE TRUCK FOR YOUR MONEY!**

# MIGHTIEST OF ALL FORD'S CONVENTIONAL 4-WHEEL TRUCKS

## NEW F-900 BIG JOB

Max. G.V.W.—27,000 lbs.  
Wheelbases: 132, 144,  
156, 175 and 192 in.



Grueling non-stop distance runs are easy assignments for Ford's F-900, the 27,000-lb. G.V.W. king of Ford's extra heavy duty conventional truck fleet! Big in size . . . big in strength . . . big in power . . . the F-900 BIG JOB is priced with the lowest in its performance class! You can save at the start . . . you can save *on the job*, too, as a result of new Triple Economy features!

Fifteen models to choose from, *all* with new, high-compression performance in the new 170-h.p. Cargo King V-8! Overhead-valve, LOW-FRICTION engine design gives you big power reserves for low-cost load hustling. Ford's 3-man DRIVERIZED Cabs reduce fatigue, contribute to driver alertness and efficiency.

Wide equipment choice for flexible truck operation. Single- or 2-speed rear axles, H. D. 5-speed Synchro-Silent transmissions with direct- or over-drive, tires up to 11.00-22. Vacuum power-operated hydraulic brakes standard. Full air brake system available. New Master-Guide Power Steering available, to reduce steering effort as much as 75%.

## BUILT FOR LOW-COST MOUNTING OF ANY SPECIAL BODY FROM 7½ TO 19 FT.

Easy, low-cost mounting of any special purpose body . . . for any kind of job . . . on Ford F-900 BIG JOB models is made possible by clean chassis design. Chassis-cab available in 5 wheelbase lengths for 2-unit special-purpose bodies, chassis-cowl and chassis-windshield for single-unit custom bodies, as follows: 132-in. for 7½-9 ft.; 144-in. for 9-11 ft.; 156-in. for 10-13 ft.; 175-in. for 13-16 ft.; and 192-in. for 16-19 ft. load length ranges. Major body and equipment builders offer you a broad choice of bodies to fit the F-900. Your Ford Dealer will be happy to help you choose the one that fits *your* exact job requirements.

Now available with new  
**Master-Guide  
Power Steering!**



GAS (OIL, MILK) TANK  
156-, 175- and 192-in. wbs.



CONCRETE MIXER  
156- and 175-in. wbs.



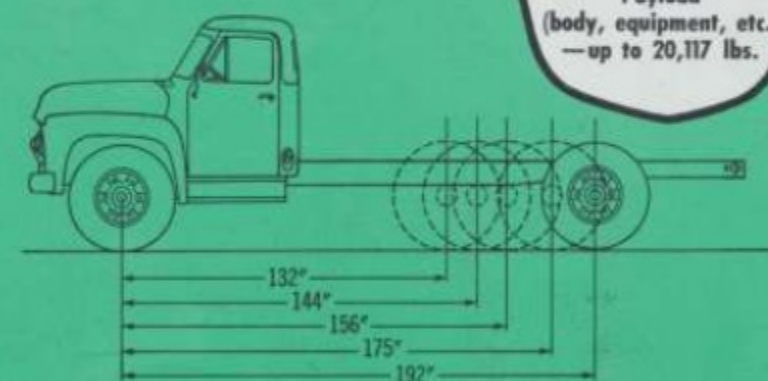
LOGGER  
156-, 175- and 192-in. wbs.



BITUMINOUS (TAR) DISTRIBUTOR  
156- and 175-in. wbs.

## NEW F-900 BIG JOB CHASSIS-CAB

Payload  
(body, equipment, etc.)  
—up to 20,117 lbs.

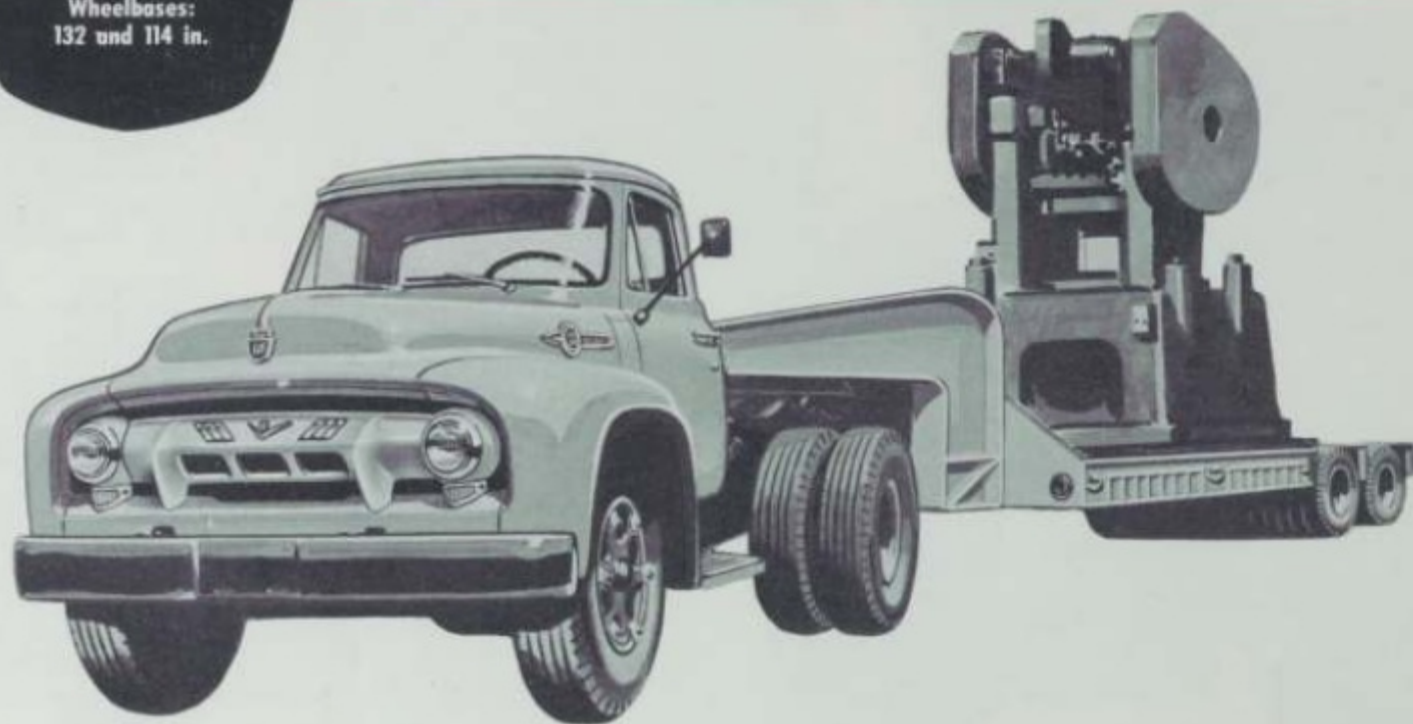




## NEW F-900 BIG JOB TRACTOR

Max. G.C.W.—55,000 lbs.  
Wheelbases:  
132 and 144 in.

## A 55,000-lb. G.C.W. Tractor with plenty of Big Job Stamina



### BIG POWER RESERVES

On hills, on straightaways, Ford's all-new V-8 power with high compression provides instant response and flexibility at all speeds! New LOW-FRICTION overhead-valve design converts more power into usable power—yet retains traditional Ford economy.

### FLEXIBLE PERFORMANCE

Ford F-900's give you a choice of single- or 2-speed rear axles... Heavy Duty 5-speed Synchro-Silent transmissions, direct or overdrive... vacuum power-operated hydraulic or full-air operated brake systems... tires up to 11.00-22... and other equipment for flexibility needed to meet your hauling conditions.

### TIME-SAVING MANEUVERABILITY

Every easy-handling control, every Driverized Cab feature, has been designed-in to make it easier on the driver by reducing fatigue, conserving energy, saving time and keeping him happy on the job! He gets visibility unlimited, responsive brakes, top handling ease, Master-Guide Power Steering (available), to name a few.

Ford's burly F-900 tractor combines the ruggedness and power needed to tote big loads cross-country... with the ease of handling so essential in city driving. Ford's new LOW-FRICTION, 170-h.p. *Cargo King* V-8, the mightiest engine Ford has ever built, is a dependable high-compression performer with short-stroke design... cutting piston travel, reducing friction "power waste," and liberating more working power to the clutch. You save on moving parts wear... and get longer life from your engine!

Short-wheelbase F-900 tractors are easy to maneuver, with a short turning circle... a big time- and labor-saver in fast-moving traffic, or when wheeling in and out of loading docks or restricted areas. New Master-Guide Power Steering available, cuts down manual steering effort as much as 75%.

Pick the semi-trailer that does your job best... Ford F-900's handle them all! Choice of two wheelbases—132 and 144 inches. With a wide choice of equipment options for greater operating flexibility, you can select a new Ford Triple Economy F-900 that meets your exact requirements.

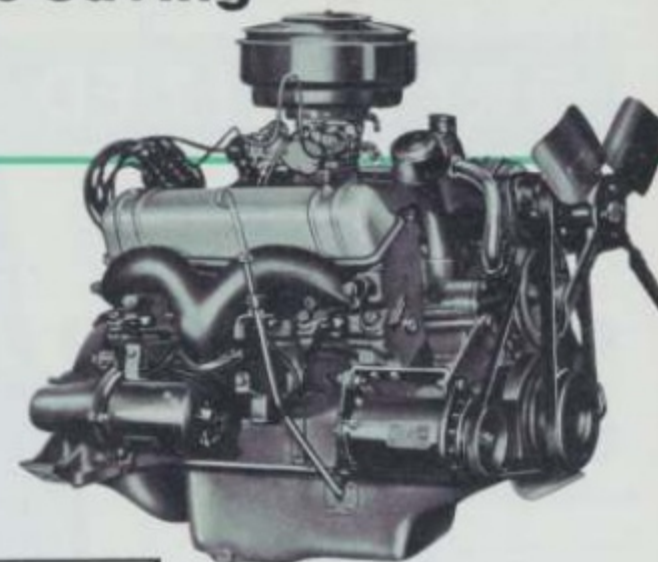


## New! High-Compression, Gas-Saving LOW-FRICTION V-8 POWER!

Ford's new LOW-FRICTION 170-h.p. *Cargo King* V-8, the mightiest truck engine Ford has ever built, develops up to 38% more horsepower per cu. in. displacement than other engines in its class! Deep-skirt integral crankcase and wide base flywheel housing provide high structural rigidity for smoother, longer-lived engine performance! Short piston stroke reduces internal friction waste, delivers more power to the clutch... with good gas economy. Wherever you haul, Ford's new *Cargo King* V-8 provides instant response and flexibility at all speeds. And low operating and maintenance costs are easy on your pocketbook.

Displacement—317 cu. in.  
Brake Horsepower—170 at 3900 r.p.m.  
Torque—286 lbs.-ft. at 1700-2300 r.p.m.

Bore—3.80 in.  
Stroke—3.50 in.  
Compression Ratio—7.2 to 1



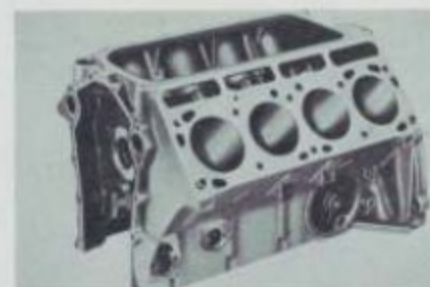
### SHORT-STROKE POWER

... provides higher efficiency, longer engine life. Piston travel is reduced up to 32% over other engines of comparable displacement, saves on gas, parts wear.



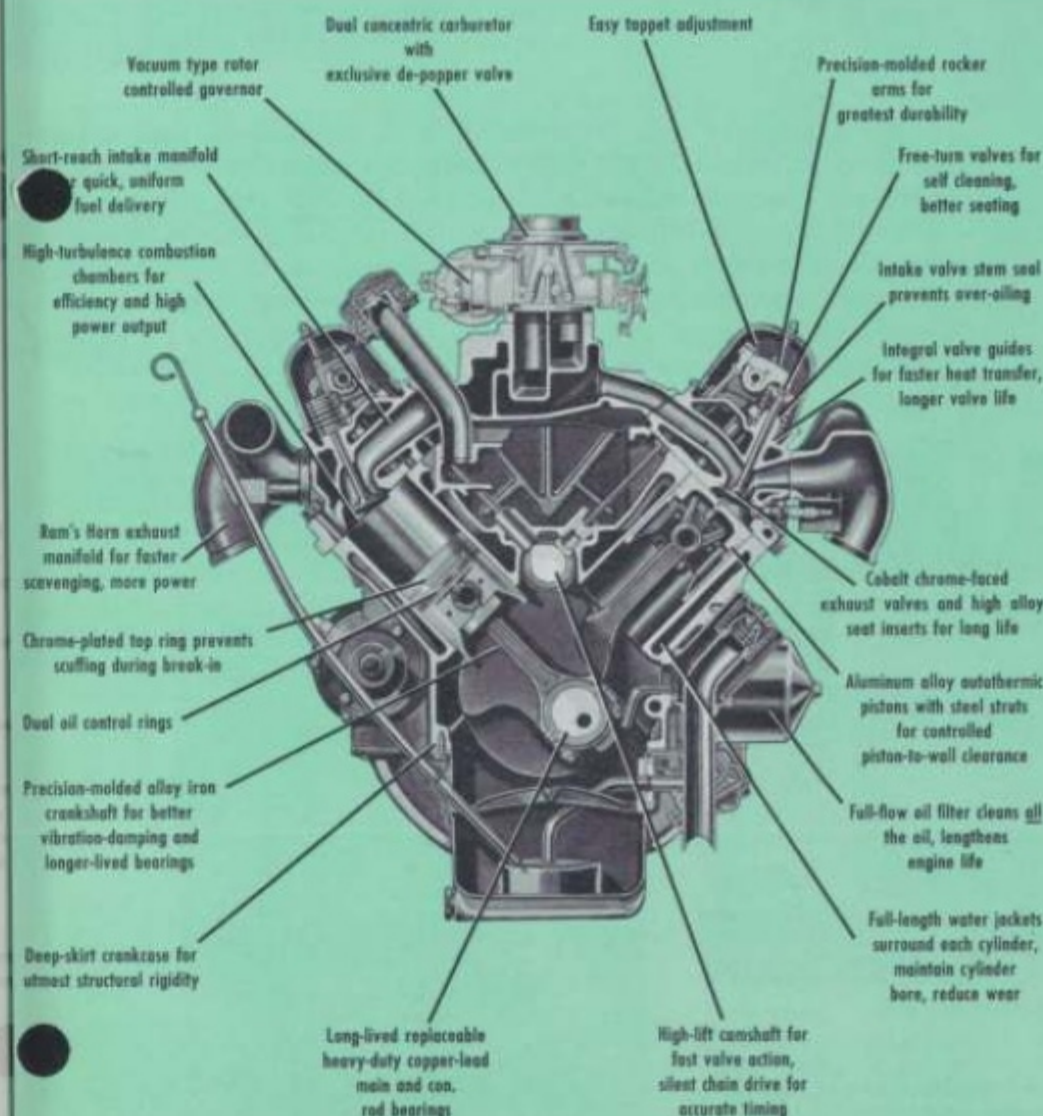
### SHORT-REACH MANIFOLDS

... for more power, higher torque. The result of improved breathing with bigger duplex intake passages, larger intake valves, greater turbulence, faster scavenging with new Ram's Horn exhaust manifolds and a higher compression ratio.



### DEEP-BLOCK DESIGN

... with reinforced, deep-skirt crankcase, provides solid foundation for support of crankshaft and greater rigidity to assure maintenance of bearing alignment and smooth engine performance.





## FORD'S 3-man

# DRIVERIZED CABS

for greater  
driver-saving  
efficiency



New **UPHOLSTERY** of full-breathing, woven vinyl feels better, looks better, lasts longer, is easier to clean. Wide seat has non-sag springs, exclusive shock snubbers. Seat and seat back adjust independently.

Available with I-REST tinted safety glass!



Big, one-piece curved **WINDSHIELD** with swept-back pillars offers over 938 sq. in. of glass area for eye-saving visibility. Arm-rest-deep side windows. Glare-reducing I-REST tinted safety glass at extra cost.



Full-width, 4-ft.-wide **REAR WINDOW** has 444 sq. in. of glass area, for "no-strain" backing and parking. Ford Triple Economy Trucks offer an all-around total of 294.4 degrees of clear-angle visibility.



Wide **DOOR OPENING** ... almost a full-yard wide ... lets the biggest drivers slip in and out easily. Leg and foot room to spare between seat corner and door pillar. Weather-sealing around doors and body joints to keep out dust, fumes, moisture.

Every detail of Ford's *Driverized Cab* is designed to keep driver efficiency at its peak! Unlimited visibility for safer, more alert driving with big one-piece curved windshield, 4-ft.-wide rear window and arm-rest deep side windows. New woven vinyl upholstery, exclusive seat shock snubbers, spacious door openings, loads of room in every direction, conveniently located controls ... in fact, every feature to keep a driver happy! A happy driver is more efficient ... and that means greater savings in the human element of truck operation!

## DELUXE DRIVERIZED CAB SHOWN OFFERS 14 "CUSTOMIZED" EXTRAS

... It's the Handsomest Cab on the Road!

### EXTERIOR

1. Bright metal chevrons on grille.
2. Bright metal frames around Air Wing vents.
3. Bright finish drip molding cap.
4. Matched door locks on both doors.

### INTERIOR

5. Two-tone seat upholstery.
6. Foam-rubber seat padding.
7. Customized door and body trim.

8. Perforated thermacoustic headlining, backed by glass wool insulation.
9. Sound deadener on floor and rear cab panels. (Standard on doors).
10. Grip-type arm rest on both doors.
11. Large dome light with automatic door switches.
12. Two adjustable sun visors.
13. Illuminated cigar lighter.
14. Sturdy lock on disposal box.

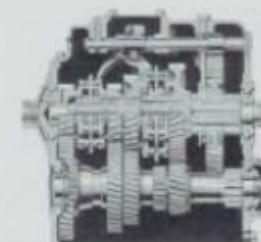
## Here's more for your money in an extra heavy duty chassis!



WHEELBASE	DIAM. IN FEET
132"	46.0
144"	49.3
156"	52.5
175"	57.8
192"	62.5

### WIDE-TRACK, SET-BACK FRONT AXLE

... for short turning diameter! Wide tread gives greater stability, set-back front axle offers better distribution of load weight.

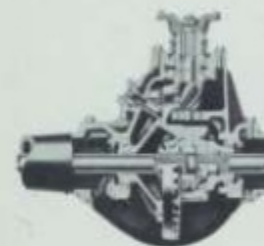


### SYNCHRO-SILENT TRANSMISSION

Heavy Duty 5-speed Synchro-Silent transmission, direct-in-fifth, eliminates "double clutching," gives greater safety in "down-shifting"—standard. Optional: Heavy Duty 5-speed Synchro-Silent transmission with overdrive.

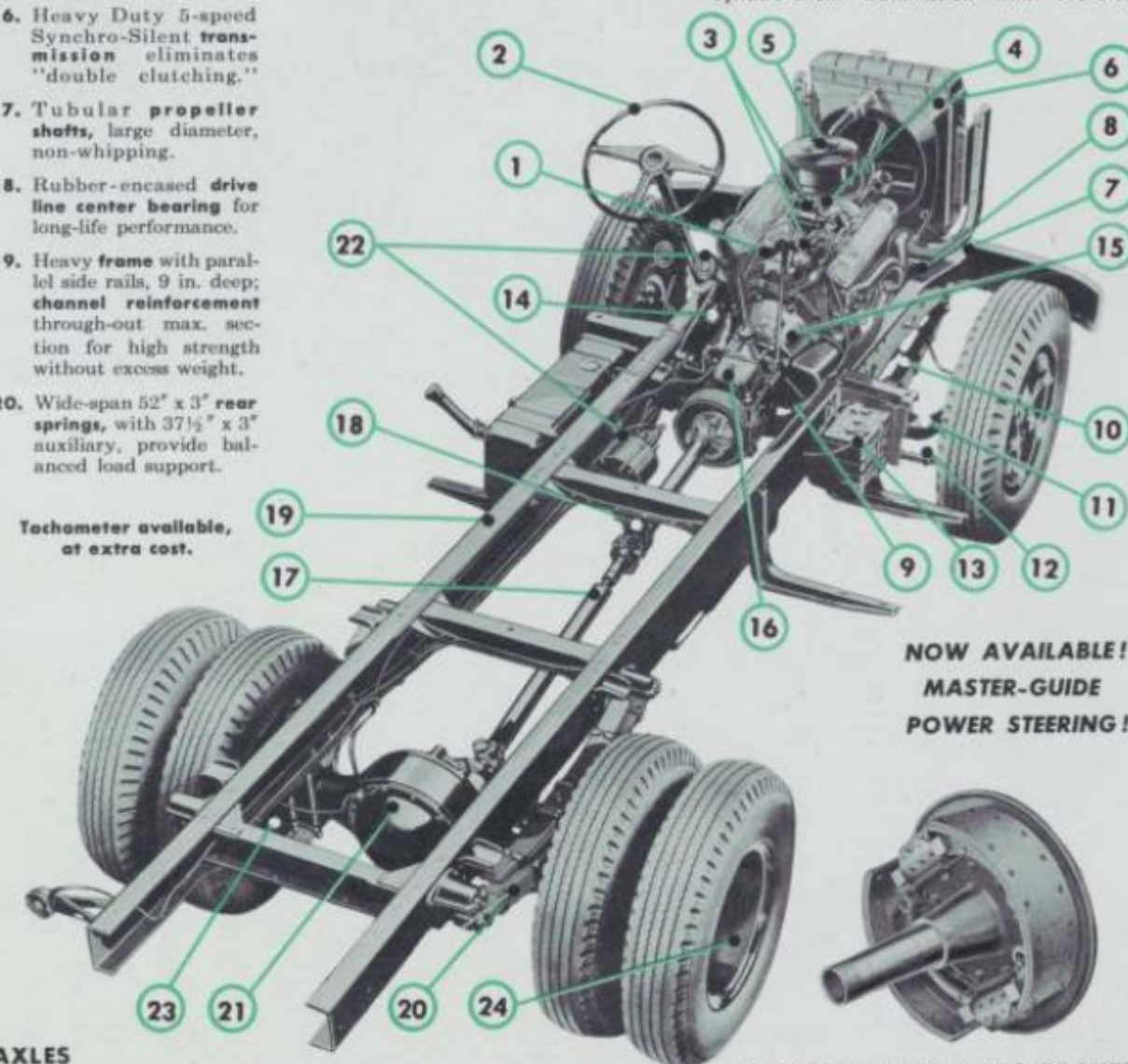
1. New, Low-Friction, 170-h.p. *Cargo King V-8*, with high sustained torque for top performance and economy.
2. *Master-Guide Power Steering* available; reduces steering effort as much as 75%; gives full time turning ease.
3. Ford *Power Pilot* fully automatic carburetor-distributor for most power from least gas.
4. Integral vacuum-type rotor controlled governor, for full throttle operation at any speed up to governed r.p.m.
5. Heavy-duty oil bath air cleaner, with dust-tight clamp.
6. Large capacity flat tube and fin radiator, with spherical top tank, for high cooling efficiency.
7. Channel bumper attached directly to extended frame.
8. Wide front cross member with parallel frame allows roomy engine accessibility.
9. Engine mounting rubber-cushioned for long life, smooth operation.
10. Long, easy-action front springs—double-wrapped rear eyes for safety, shackled at front.
11. Wide-tread, set-back front axle, for short turning, more stability, greater maneuverability.
12. Tie rod ends are spring-loaded, ball-socket type, with dust shields, take up wear automatically.
13. Battery safely located away from engine heat.
14. Roll-Action steering for easier handling.
15. 12-inch Gyro-Grip clutch multiplies grip with increased speed; low pedal pressure—high plate pressure.
16. Heavy Duty 5-speed Synchro-Silent transmission eliminates "double clutching."
17. Tubular propeller shafts, large diameter, non-whipping.
18. Rubber-encased drive line center bearing for long-life performance.
19. Heavy frame with parallel side rails, 9 in. deep; channel reinforcement through-out max. section for high strength without excess weight.
20. Wide-span 52" x 3" rear springs, with 37 1/2" x 3" auxiliary, provide balanced load support.
21. Heavy Duty spiral bevel full-floating rear axle. Single speed std., 2-speed with electric shift avail.
22. Powerful, self-energizing brakes, vacuum power-operated; double cylinder, rear, with high-torque, self-centering action for longer life; full air brakes available.
23. Removable brake drums for easier servicing. Cast iron braking surface.

Tachometer available, at extra cost.



### CHOICE OF REAR AXLES

Heavy Duty, single-speed rear axle of spiral bevel, full-floating type standard. Rugged one-piece banjo housing. For positive alignment, pinion is straddle-mounted and ring gear is backed by adjustable thrust plate. High capacity roller bearings throughout. 2-speed planet axle, electric shift, available.

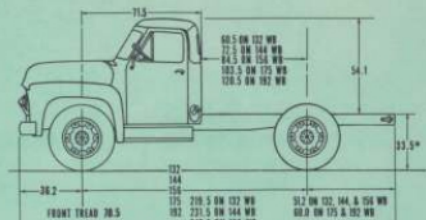


NOW AVAILABLE!  
MASTER-GUIDE  
POWER STEERING!

### POWERFUL HYDRAULIC BRAKES

Big, self-energizing brakes. Vacuum power operation relieves foot pedal pressure, boosts brake shoe pressure over 100% for smooth, safe stopping. Double cylinder, rear, with self-centering brake shoes for long life. Full air brake system available at extra cost.





## F-900 SPECIFICATIONS

**RATINGS: TRUCK—MAX. G.V.W. 27,000 LBS. • TRACTOR-TRAILER—MAX. G.C.W. 55,000 LBS.**

### AXLE, FRONT

Capacity—lbs. .... 8000  
Size (Length x Width x Wheel) ..... Modified 1-Beam 3.52 x 8.25 x 21.00

### AXLE, REAR

Capacity—lbs. .... 21,000  
Type—Standard ..... Single Reduction—Spiral Bevel—Full-Floating  
Axle Ratio ..... 11.00:1  
Opt. Axle (Extra Cost)—Type—Ratio ..... Two-Speed Planet, Full-Floating—17.17/9.27

### BRAKES, SERVICE

Standard—Type ..... Vacuum Power-Operated, Hydraulic, Two-Shoe  
Front Double Anchor, Rear Double Cylinder, Self-Expanding  
Front Brake (Drum Diam. x Lining Width—Thickness)—in. .... 16 x 2 1/4 x 1-1/8  
Rear Brake (Drum Diam. x Lining Width—Thickness)—in. .... 16 x 6 x 1-1/8  
Total Area—sq. in. Lining—Drum ..... 142—829  
Effective Piston Diam.—in. .... 9 1/4  
Optional (Extra Cost)—Type, Full Air Operated, Heavy Two-Shoe with Slack Adjusters  
Front Brake (Drum Diam. x Lining Width—Thickness)—in. .... 16 x 2 1/4 x 1-1/8  
Rear Brake (Drum Diam. x Lining Width—Thickness)—in. .... 16 x 6 x 1-1/8  
Total Area—sq. in. Lining—Drum ..... 142—829  
Compressor ..... 8-Cylinder, Water Cooled, 7 1/2 Cu. Ft. Disp. at 1200 RPM  
Air Reservoir Tanks, Two—1200 Cu. In. Cap. Each: Air Gauge on Instrument Panel, Air Warning Buzzer

### BRAKE, HAND

Type ..... Drum and Contracting Band on Gear of Transmission on Drive Line  
Size (Drum Diam. x Lining Width—Thickness)—in. .... 16 x 2 1/4 x 1-1/8  
Total Lining Area—sq. in. .... 95

### BUMPER

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

### CLUTCH

Type ..... 12-in. Gyro-Grip, Semi-Centrifugal Single Plate  
Total Frictional Area—sq. in. .... 149.2

### COOLING SYSTEM

Capacity—qts. .... 26  
Radiator ..... Flat Tube and Fin—Pressure Cap  
Thermostat ..... In Engine Water Outlet  
Fan, Diameter—in. .... 30-1/2

### DRIVE LINE

Type ..... Hotchkiss, Straight-Line Drive  
Shaft ..... Two, Tubular, Ford Seal Ends  
Diameter, in.: 1 1/2" x 1 1/2" Wbs. .... 3.0 (front and rear)  
1 1/2" Wbs. .... 3.0 (front)—3.5 (rear)  
1 1/2" Wbs. .... 4.0 (front and rear)  
Universal Joints—Number, Type ..... Three, Needle Roller Bearing  
Center Bearing ..... Rubber Lined Ball Type

### ELECTRICAL SYSTEM

Battery ..... Heavy Duty 6-Volt, 17-Pt. 120-Amp. H.R. Capacity  
Generator ..... 50-Amp. 3 1/2 V. Belt  
Ignition: Full Vacuum Controlled System, Fully Automatic Distributor, Metal-Cad. Coil;  
Open Wiring in Rubber Grommets with Moisture-Proof Boots over Spark Plugs  
Head Lights ..... 100-Watt  
Horn ..... 100-Watt  
Main Torque, Automatic Engagement, Solenoid Switch, Push Button Control  
Parking Lighter, Left-Hand Combination Stop and Tail Light, Instrument Lights, Ignition  
switch with Key Lock, Circuit Breakers, Voltage Regulator

### ENGINE

Bore and Stroke, in. .... 170-H.P. CARGO KING V-8  
Displacement—cu. in. .... 318  
Governed Speed—rpm (crankshaft setting) ..... 3600 (dash)—3900 (no dash)  
Max. Brake Horsepower—RPM ..... 169, 175 and 192 Wbs. .... 206.3 (170-200)  
Compression Ratio ..... 7.2 to 1

### FRAME

Side Rail—Type ..... Parallel, Channel Section—Tapered Front and Rear  
Max. Section (Depth x Flange x Thick.)—in. .... 8 x 3 1/2 x 1/4  
Reinforcement ..... Channel, Inside Side Rail  
Max. Section (Depth x Flange x Thick.)—in. .... 8.5 x 2.56 x 0.13  
Cross Members—Type ..... Flanged 1 1/2" Type with Alligator Jaw and Channel Sections  
Number—12" and 14 1/2" Wbs. .... 169, 175 and 192 Wbs. .... 5  
\*Reinforcements extend from rear brackets of front to front brackets of rear springs.

## CAPACITY CHART—SERIES F-900 CHASSIS WITH CAB

Gross Vehicle Weight Rating (Severe Service Rating)	Tires—6. Size—Front and Rear	Wheel-base (Inches)	*Curb Weight with fuel and water (Est.)	*Payload, Body, Equipment, Etc. (Approx.)
23,500 lbs.	10.00-20 12-ply rating	132 144 156 175	3,625 3,665 3,715 3,865	3,065 6,690 6,770 6,890 6,900 6,900 6,900 6,900
27,000 lbs.	11.00-20 14-ply rating	132 144 156 175 192	3,686 3,726 3,776 3,826 3,906	3,197 6,823 6,903 7,083 7,193 7,443

\*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" and 300 lbs. to "total" weights and deduct from "payload." For six wheel add 30 lbs. to "front," 65 lbs. to "rear" and 95 lbs. to "total" weights and deduct 95 lbs. from "payload." †With heavy duty rear springs.

### FUEL SYSTEM

Carburetor ..... Dual Concentric Downdraft  
Fuel Tank ..... Heavy Duty 30 Gallon One Cap Capacity  
Fuel Pump and Filter ..... Diaphragm Type, Driven from Camshaft  
Fuel Tank—Chassis with Cab ..... 30-Gal. Outside Left Below Cap  
Fuel Filter ..... Tube Extension to Outside Cab—Left Side, Easy-On Cap

### LUBRICATION

Engine ..... Full Pressure Feed to All Main, Crankpin and Camshaft Bearings  
Chassis Chalmers ..... 10 (100) 8 (80) 4 (40) 1 (10)  
Chassis ..... Fittings for Pressure Lubrication

### SPRINGS

Front ..... Main Auxiliary  
Length x Width—in. .... 48 x 2.5 32 x 2.0 37.5 x 3.0  
Number of Leaves and Def. (Normal, Left) ..... 3000 8750 (combined)  
NOTE: Above springs are for G.V.W. up to 24,500 lbs. Above this up to 27,000 lbs. G.V.W. heavy 13-leaf rear main springs (at extra cost) are required—deflection rate 2000 lbs. per in.; combined capacity (with auxiliary) 10,000 lbs. per spring.

### STEERING

Worm and Dual Row Needle Bearing Roller Ratio ..... 24.4 to 1  
Wheelbase ..... 132 144 156 175 192  
Turning Circle Diam., Right or Left—ft. .... 40.0 49.3 52.5 57.8 62.5  
Ty Rod ..... Ball Stud and Socket, Spring Loaded for Automatic take-up of Wear, Equipped with Rubber Dust Shields

### TRANSMISSION

Standard ..... Heavy Duty 3-Speed Synchro-Silent Direct-In-Fifth  
Optional ..... Heavy Duty 2-Speed Synchro-Silent Overdrive  
Gear Positions ..... Fifth Fifth Fifth Fifth Fifth  
Ratio (to 1): 5-Speed Direct ..... 7.58 4.58 2.40 1.48 1.00 7.51  
Ty Rod ..... Ball Stud and Socket, Spring Loaded for Automatic take-up of Wear, Equipped with Rubber Dust Shields  
Power Take-Off Opening ..... S.A.E. 6-Bolt, On Both Sides

### WHEELS AND TIRES

Wheels—Standard ..... Four—20-inch Cast Spoke Type  
Optional (extra cost) ..... Seven—10-stud steel Disc Type  
Rims—Standard Size and Type ..... Seven—20 x 7.0, R 10 x 3.00 Advanced  
Tire—Standard Size—Front and Dual Row ..... R 10 x 3.00 12-Ply Rating

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

Center Cool Ventilator ..... Light Switch  
Curved Instrument Panel ..... Hand Throttle  
Speedometer ..... On Floor, Replaceable  
Water Temperature Gauge ..... Carbide Type  
Fuel Gauge ..... Engine Governor  
Charge Indicator ..... Twin, Matched-Tone  
Electric Horn ..... Electric Horn  
Air Wing Ventilating ..... Air Wing Ventilating  
Windows in Door ..... Windows in Door  
Sun Visor, Left Side ..... Sun Visor, Left Side  
Hydraulic Jack and Tools ..... Hydraulic Jack and Tools

### STANDARD COLORS:

Choice of Raven Black, Sheridan Blue, Meadow Green, Vermilion, Dovecoat Gray, Tri-tone Blue or Light Green (on hood, fenders, cab and interior metal), and the following are painted Black: Frame, running boards, wheels, tail lamp, springs, axle, transfer mirror, dual divider bar, vent windshield frame, fuel tank cap and bumper. Lower and windshield moldings are painted in prime used standard color is specified.

### AVAILABLE EQUIPMENT AND ACCESSORIES at extra cost:

Asle, Rear—2-Speed Planet  
Mirror, Arm Brakes  
Brake—Full Air System, with Warning Brake  
Radio—5 Tubes Plus Reelster, Single Knob  
Carrier, Spare Wheel (except 132" and 144" W.B.)  
Electric Turn Signals  
Engine Compartment Lighting  
Heavy Duty Cooling Fan Extinguisher (1 1/2 qt.)  
Heater and Defroster—Naked Air System or Recirculating  
Hood Crossover  
Locking Gas Tank Cap  
Mirror, Outside Rear View (Right or Left, 6" x 4")  
Heavy Duty Rear Springs Required

FORD Division of FORD MOTOR COMPANY • DEARBORN, MICHIGAN

**FORD TRIPLE ECONOMY TRUCKS give you MORE truck for your money!**

