

SERIES  
**F-800**

Max. G.V.W.  
22,000 lbs.

Max. G.C.W.  
48,000 lbs.



**FORD** *TRIPLE ECONOMY* **TRUCKS**

**FOR 1954**

give you more truck for your money!

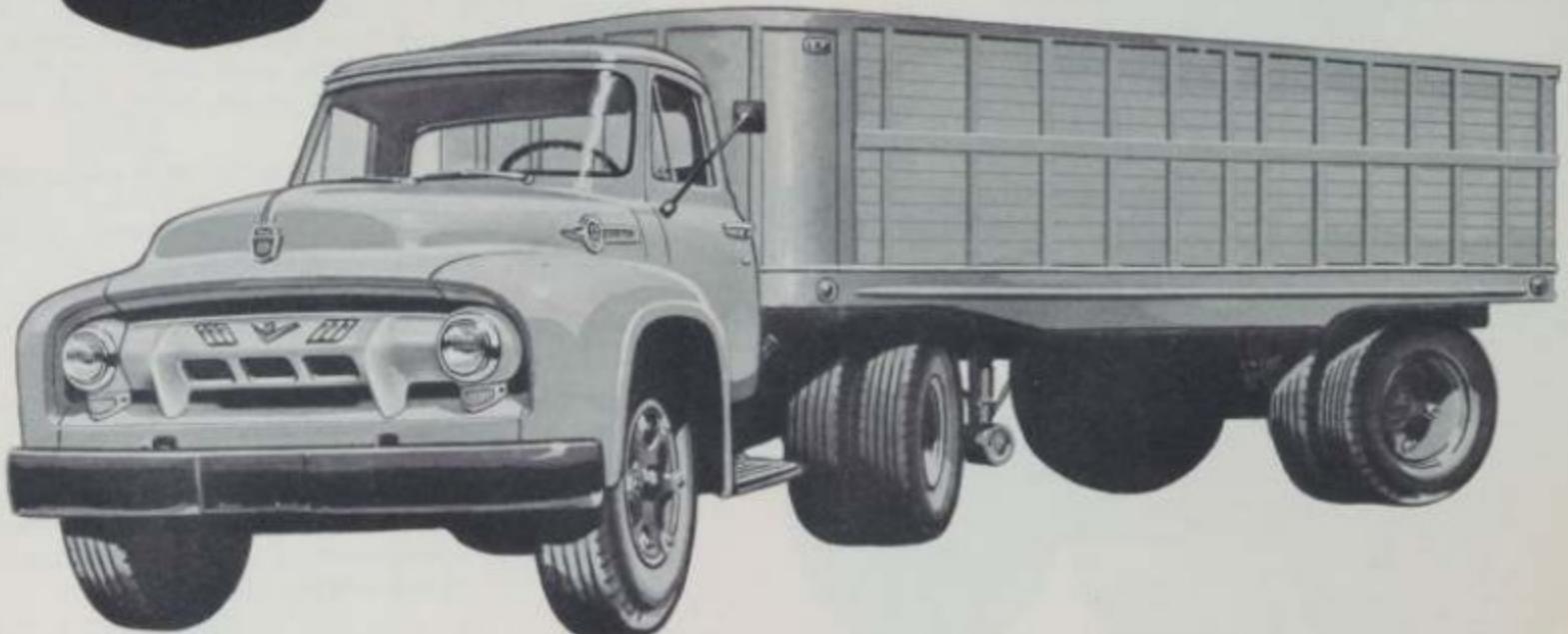


**NEW F-800****BIG JOB TRACTOR**

Max. G.C.W.  
48,000 lbs.

Wheelbases:  
132 and 144 in.

## A High-Powered Tractor-Trailer for Extra Heavy Duty Hauling

**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-800's give you a choice of single or 2-speed rear axles... Heavy Duty 5-speed Synchro-Silent transmissions, direct or overdrive... vacuum-boosted hydraulic, air-over-hydraulic, or full air brake systems... tires up to 10.00-20... 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.



Rugged new Ford F-800's pack the power you need to pull up to 48,000-lbs. gross in the tractor-trailer combination on long or short hauls. You get dependable high-compression performance in the new, Low-FRICTION, 170-h.p. *Cargo King* V-8, the mightiest truck engine Ford has ever built! Short-stroke design cuts piston travel, reduces friction "power waste," liberates more *working power* to the clutch. You save on moving parts wear... and get longer life from your engine!

Short-wheelbase F-800 tractors provide easy maneuverability, with a short turning circle... a big time- and labor-saver in fast-moving traffic, or when maneuvering in and out of loading docks. New *Master-Guide* Power Steering available, cuts manual steering effort as much as 75%.

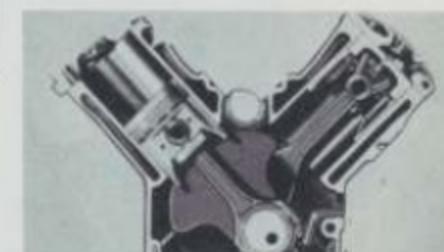
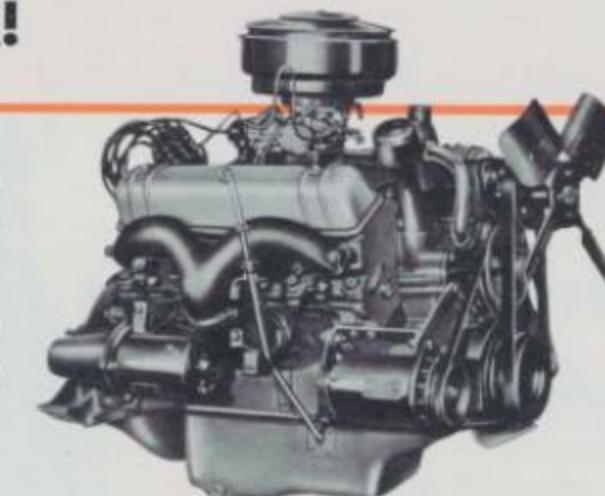
Ford F-800's handle any semi-trailer you choose. Available in two wheelbase lengths—132 and 144 inches. With wide equipment choice for greater operating flexibility, you can get a new F-800 Big Job "tailored" to your exact requirements.

## 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.

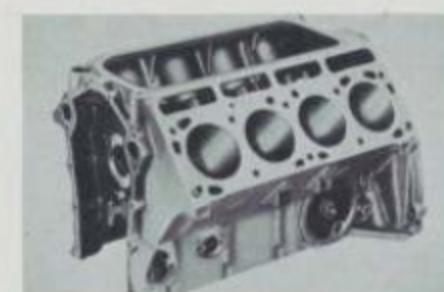
Bore—3.80 in.  
Stroke—3.50 in.  
Compression Ratio—7.2 to 1

**SHORT-STROKE POWER**

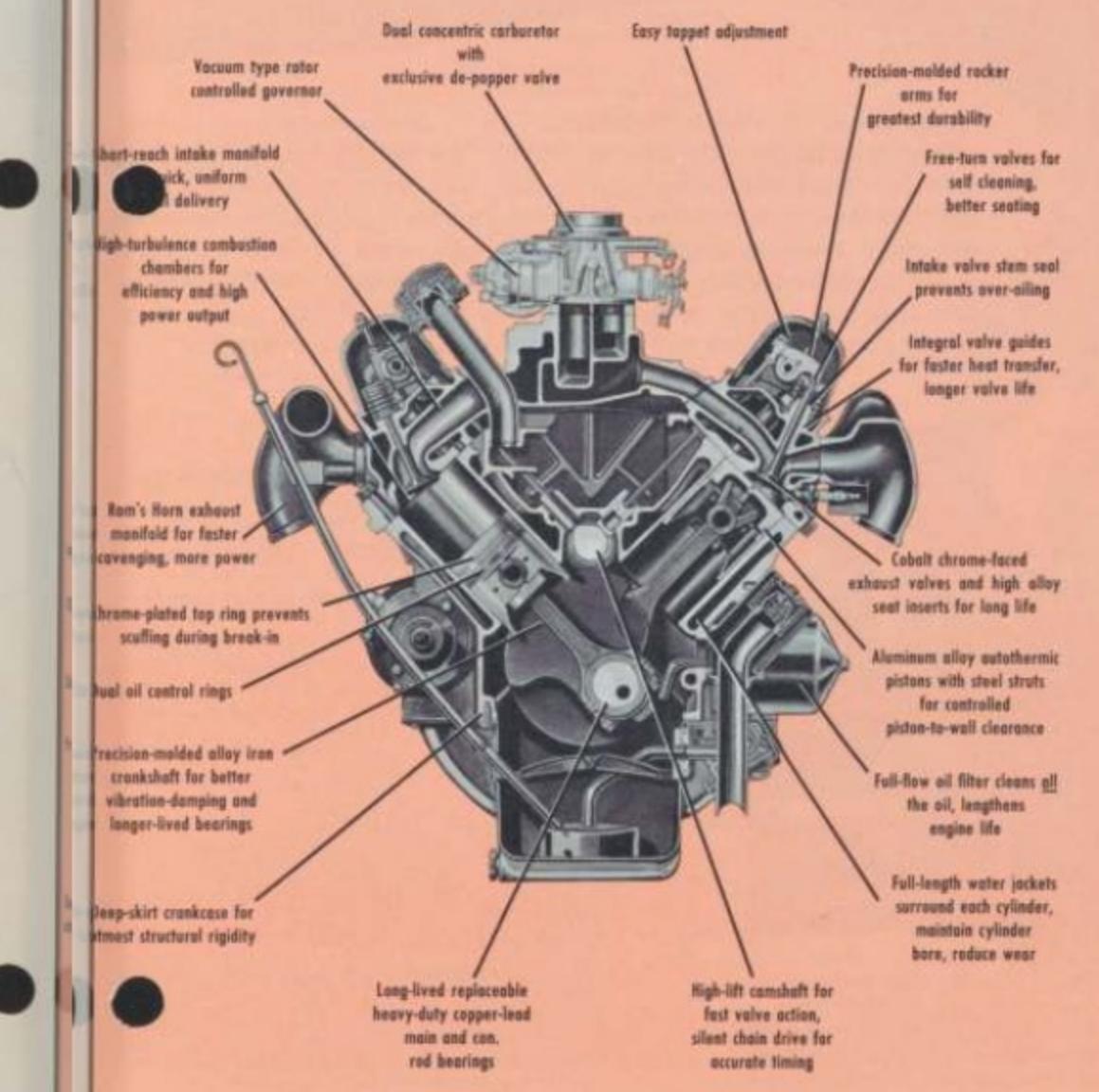
... provides higher efficiency, longer engine life. Piston travel is reduced up to 32% over other engines of comparable displacement, saves on gas, parts wear.

**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 smoother 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.

## DELUXE DRIVERIZED CAB SHOWN OFFERS "CUSTOMIZED" EXTRAS

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

### INTERIOR

12. Two-tone seat upholstery.
13. Foam-rubber seat padding.
14. Customized door and body trim.

## Here's more for your money in a rugged, extra heavy duty chassis!

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 faster, 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 37½" 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; air-over-hydraulic and full air systems available.
23. Removable **brake drums** for easier servicing. Cast iron braking surface.

1. **Steering wheel** with 14" diameter.
2. **Brake drum** with 2" diameter.
3. **Front wheel** with 10" diameter.
4. **Front wheel** with 11" diameter.
5. **Front wheel** with 12" diameter.
6. **Front wheel** with 13" diameter.
7. **Front wheel** with 14" diameter.
8. **Front wheel** with 15" diameter.
9. **Front wheel** with 16" diameter.
10. **Front wheel** with 17" diameter.
11. **Front wheel** with 18" diameter.
12. **Front wheel** with 19" diameter.
13. **Front wheel** with 20" diameter.
14. **Front wheel** with 21" diameter.
15. **Front wheel** with 22" diameter.
16. **Front wheel** with 23" diameter.
17. **Front wheel** with 24" diameter.
18. **Front wheel** with 25" diameter.
19. **Front wheel** with 26" diameter.
20. **Front wheel** with 27" diameter.
21. **Front wheel** with 28" diameter.
22. **Front wheel** with 29" diameter.
23. **Front wheel** with 30" diameter.
24. **Front wheel** with 31" diameter.

### 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.

24. **Cast spoke wheels** standard with demountable 3-piece advanced rims in regular or wide base sizes. Tapered steel disc wheels with integral advanced rims optional. Wide choice of tire sizes.

WHEELBASE	DIAM. IN FEET
132"	45.8
144"	49.1
156"	52.4
175"	57.6
192"	62.3

**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,"—standard on every F-800 model. Optional Heavy Duty 5-speed Synchro-Silent transmission with overdrive.



### NOW AVAILABLE! MASTER-GUIDE POWER STEERING!



### POWERFUL HYDRAULIC BRAKES

Big, self-energizing brakes. Vacuum power-operated, relieves foot pedal pressure, boosts brake shoe pressure over 100%, for smooth, safe stopping. Double cylinder, rear, with self-centering brake shoes. Air-over-hydraulic and full-air systems available at extra cost.

