

# FORD B-SERIES

SCHOOL BUS CHASSIS

B-500/B-600/B-6000/B-700/B-7000/B-750





Transporting your district's children safely and economically calls for careful planning and a careful choice of school bus chassis and equipment. Ford School Bus models are available with a wide choice of options designed to meet your particular needs. To aid you in making the best selection, the important considerations that form the basis for an appraisal are itemized below:

What capacity do you need in a school bus? Consider the number of passengers that you are going to transport. How long are your routes, and is the driving rural or urban? Do you encounter steep grades along the route? How about climate? And what about your maintenance facilities? These considerations should determine the series, power, wheelbase and special equipment best suited for your specific needs.

As you know, the lives of many children depend on the safe operation of your buses. Your state establishes minimum safety standards to protect them; these are generally similar to NEA standards, and every school bus you purchase must meet your state's regulations. If you have hilly or mountainous terrain or other types of extreme operating conditions, you should consider heavy-duty components.

Initial cost is only part of the total cost picture. Although important, the initial price is generally less important than operating and maintenance expenses, reliability and resale value. A correctly specified vehicle with a larger-than-standard engine or an automatic transmission frequently will permit savings in running expenses that far exceed the higher cost at the time of purchase.

The location of driving controls in relation to the driver's seat is important to safe handling. More and more women are driving school buses and require increased handling ease to maximize safety. Power steering, automatic or fully synchronized transmissions and other convenience options should be given consideration.

Your buses must start in all kinds of weather, run well, and keep running. They must operate economically with a minimum of downtime and maintenance. And chassis components should be of adequate capacity for their intended use. The added cost of heavier-duty components spread over the intended life of the vehicle may prove very economical.

Standby buses are a luxury few school districts can afford. And since classes won't wait, you cannot afford school buses that are laid up for repairs while waiting for needed parts. Before you decide on a bus chassis, make certain that the product you select is backed by good parts availability and service in your particular area.

You'll find that Ford school bus chassis not only meet or exceed National Education Association standards but also offer a broad range of gas or Diesel power and special school-bus-engineered components to better meet all your requirements. Ford School Buses have built-in maintenance advantages that permit better utilization of your vehicles, more economical operation. And you'll find that your Ford Dealer is a good man to talk to. He shares your concern for safe, sound school transportation, and the prudent use of your local taxpayers' dollars.

Ford offers six chassis series in five wheelbase lengths to handle passenger loads from 36 to 66 pupils. All chassis components are engineered and built to provide an extra margin of reserve strength for greater safety. Each model in Ford's modern school bus line is available with a wide choice of equipment that is designed to meet the specifications of the most discerning school board.

School bus body manufacturers build sound, durable bodies in a variety of types and sizes to fit Ford B-Series chassis-cowl units. Ford's flat-face cowl is designed to facilitate body attachment, and flat-top frame side rails are straight throughout

their entire length to match body sills. Your Ford Dealer will be glad to recommend a school bus chassis and body that meets your needs. Names and addresses of some of the major school bus body manufacturers are listed at right.

**BLUE BIRD BODY COMPANY**  
Fort Valley, Georgia  
Mount Pleasant, Iowa  
Brantford, Ontario

**CARPENTER BODY WORKS, INC.**  
Mitchell, Indiana

**SUPERIOR COACH CORPORATION**  
Lima and Norwalk, Ohio  
Kosciusko, Mississippi

PERLEY A. THOMAS  
CAR WORKS, INC.  
High Point, North Carolina

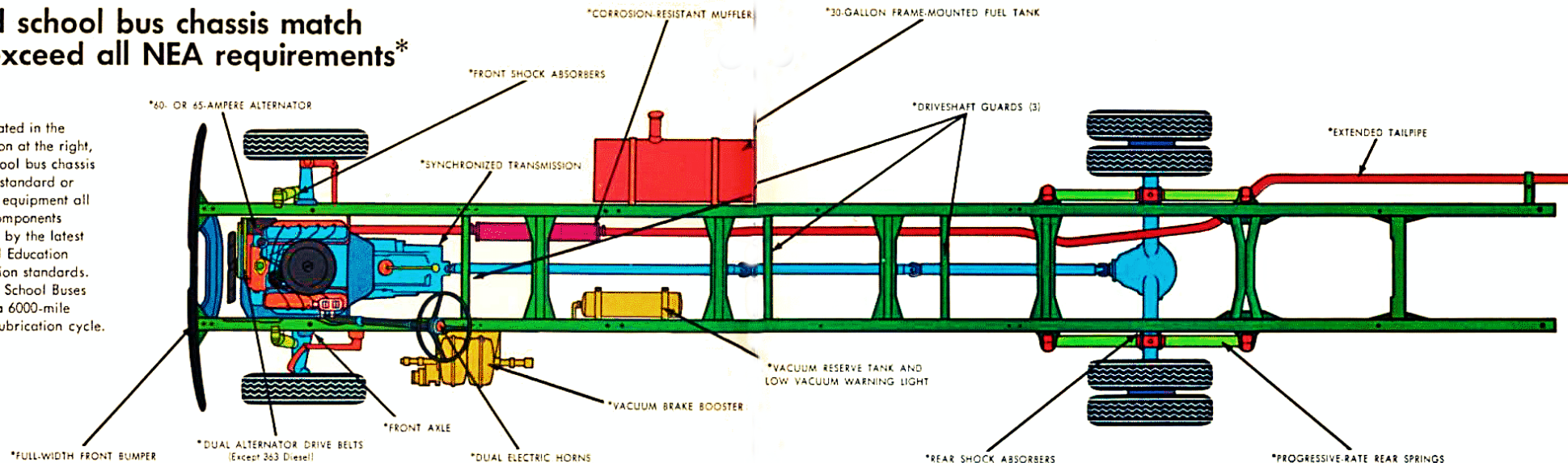
**WARD BODY WORKS, INC.**  
Conway, Arkansas  
Austin, Texas

WAYNE DIVISION  
DIVCO-WAYNE CORPORATION  
Richmond, Indiana



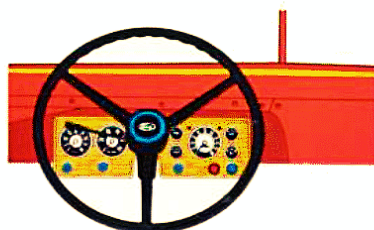
## Ford school bus chassis match or exceed all NEA requirements\*

As indicated in the illustration at the right, Ford school bus chassis have as standard or optional equipment all of the components required by the latest National Education Association standards. All Ford School Buses feature a 6000-mile chassis lubrication cycle.



## Greater driving ease and maintenance convenience

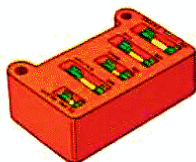
Ford engineers give great consideration to the driver in the design of Ford's school bus chassis. The steering wheel angle as well as the location of brake, clutch and accelerator pedals have been carefully determined to permit maximum flexibility of driver's seat positioning. Ford hasn't cramped on service room either; B-Series chassis have broad hoods and accessible engine compartment to give mechanics plenty of working room for all types of routine service and repairs.



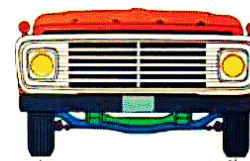
**Easy-to-read instruments and gauges** are located directly in front of the driver to allow quick and easy checking of operating conditions. Ford's nearly vertical instrument cluster reduces the possibility of glare in the driver's eyes. A large, 20-inch-diameter steering wheel eases steering effort.



**Heavy-duty clutches** are built for long life and durability. Cushion-plate disc with spring vibration damper provides smooth action. Clutch sizes range from 11" to 14".



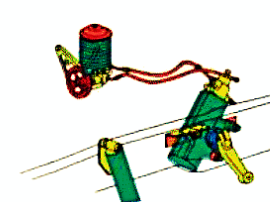
**Central fuse block** is conveniently located in the glove box to speed circuit checkout and fuse replacement. Saves time and money if electrical trouble develops.



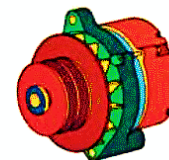
**Wide-track maneuverability** and outstanding vehicle stability are attained with Ford's wide-track front axles that allow wheels to turn up to 44°. This cuts the need for backing on tight turns, promotes greater safety and better schedules.



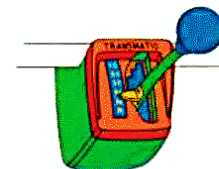
**Orscheln parking brake lever** is standard on all series. This simple-to-adjust lever is easy to apply or release. A spring-set parking brake system for the rear wheels is available on chassis equipped with air brakes (required for NEA with air brakes).



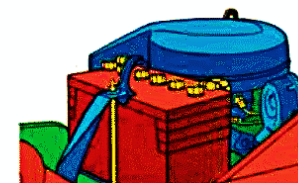
**Power steering** is optional on all Ford school bus models to further reduce steering effort. Integral-type unit provides hydraulic power within the steering box.



**High-capacity alternators** with outputs up to 105 amperes are available to keep the battery charged even with heavy usage of lights and heater. A 100-amp. ammeter circuit, meeting NEA standards, offers extra capacity for accessory items.



**Automatic transmission** is available on B-600 through 750 Series when equipped with 330 or 361 HD V-8's. Other transmissions offered include 4-speed, 4-speed fully synchronized, and 5-speed with close or wide ratios or overdrive.



**Engine compartment location of battery** permits more frequent and better servicing. Two batteries, one on each side of engine, are supplied on most Diesel-powered buses. Optional 204 amp-hr battery is frame-mounted and connected with 36-inch slack wire.



Choose from  
ten proven  
engines...  
gasoline or Diesel

Three gasoline Sixes . . . The 240- and 300-cu. in. Sixes available in B-500 Series, and the standard 300-cu. in. HD Six for the B-600 provide economical, dependable performance under average conditions. All Ford Six engines have a 7-main-bearing crankshaft for stability and durability, hydraulic valve lifters for quiet operation and full-circle water jackets to dissipate combustion heat more effectively.



Four gasoline V-8's . . . Of proven V-8 design provide the extra power and torque needed for big passenger loads, hilly or mountainous terrain and other types of extreme operating conditions. Premium component features of Ford's HD V-8's include forged steel crankshaft, sodium-cooled exhaust valves with chrome-plated stems, hard-faced exhaust valve seat inserts and Rotocoil positive rotators for longer life.

Ford Diesel Six . . . A 363-cu. in. 6-cylinder Diesel is standard in B-6000 and 7000 Series models. This Ford-built engine is particularly well suited for service where part-throttle and long-idle operations prevail. Distributor-type injection pump is controlled by accelerator pedal and mechanical governor. And because a Diesel has no spark plugs, breaker points or carburetors, fewer engine tune-ups are needed.

Ford V-Series Diesels . . . Built to rigid Ford specifications by Caterpillar are two "high torque rise" Diesels that drive like gasoline engines. They feature full water jacketing of the cylinder block and combustion chambers; unique two-ring pistons for reduced internal friction; high coolant flow rates for rapid engine heat dissipation and increased supply for heaters; and a multiple plunger fuel injection pump system.

ENGINE SPECIFICATIONS		GASOLINE				DIESEL		
MODEL	240 SIX	300 SIX 300 HD SIX	330 V-8 330 HD V-8	361 HD V-8	391 HD V-8	FORD SIX	V150 V-8	V175 V-8
MAX. GROSS HP @ RPM	130 @ 4000	163 @ 3600	190 @ 4000	210 @ 4000	235 @ 4000	128 @ 2800	150 @ 3200	175 @ 3200
MAX. NET HP @ RPM	129 @ 4000	139 @ 3600	184 @ 3600	182 @ 3800	199 @ 3600	116 @ 2800	137 @ 3200	162 @ 3200
MAX. GROSS TORQUE (lb.-ft. @ rpm)	224 @ 2200	294 @ 2500	306 @ 2000	345 @ 2000	372 @ 2000	266 @ 1400	302 @ 1800	352 @ 1800
MAX. NET TORQUE (lb.-ft. @ rpm)	219 @ 2500	274 @ 2500	298 @ 2000	322 @ 2000	342 @ 2000	254 @ 1400	283 @ 1800	331 @ 1800

Power Train Selector

Ford's broad selection of power train components is shown in the tables below and at right. Operating characteristics of each engine have been carefully matched with a wide range of transmissions and rear axles to form combinations that will permit each component to function according to its designed capabilities. Your Ford Dealer will be glad to assist you in the selection of the proper power train for your exact requirements.

B-500 SERIES

ENGINE	TRANSMISSION	REAR AXLE	AVAILABLE RATIOS
240 Six	435 T-19	Rockwell C-100	6.2, 6.8
		Rockwell D-100	6.2, 6.8
		Rockwell F-106	6.8, 7.2
300 Six	435, T-19 285V, 280VO 541FL, 541FO	Rockwell D-100	5.83/8.12, 6.33/8.81
		Rockwell F-106	6.8, 7.2
		Eaton 15201	5.83/8.12, 6.33/8.81
330 V-8	435, T-19 285V, 280VO 541FL, 541FO	Rockwell D-100	5.83, 6.2
		Rockwell F-106	6.2, 6.8, 7.2
		Eaton 15201	5.83/8.12, 6.33/8.81

\*N.A. with 5-speed transmission

B-600 SERIES

300 HD Six 330 V-8	435, T-19 285V, 280VO 541FL, 541FO	Rockwell F-106	6.2, 6.8, 7.2
		Rockwell H-170	5.86, 6.14, 6.83, 7.17
		Eaton 15201	5.83/8.12, 6.33/8.81
361 HD V-8	435, T-19 285V, 280VO 541FL, 541FO	Eaton 16244	5.57/7.75, 6.17/8.58 6.50/9.04
		Rockwell F-106	6.2, 6.8, 7.2
		Rockwell H-170	5.86, 6.14, 6.83, 7.17
391 HD V-8	435, T-19 285V, 280VO 541FL, 541FO	Eaton 15201	5.83/8.12, 6.33/8.81
		Eaton 16244	5.57/7.75, 6.17/8.58 6.50/9.04
		Rockwell H-170	5.86, 6.14, 6.83, 7.17

\*N.A. with 242.5" wb.      †With F-106 & 15201 axles only

B-6000 SERIES

363 Six V150 V-8	T-19 285V, 280VO*	Rockwell F-106	6.2, 6.8, 7.2
		Rockwell H-170	5.86, 6.14, 6.83, 7.17
		Eaton 15201	5.14/7.17, 5.83/8.12 6.33/8.81
V175 V-8	285V, 282V 541FL, FD & FO	Eaton 16244	5.57/7.75, 6.17/8.58 6.50/9.04
		Rockwell H-170	5.86, 6.14, 6.83, 7.17
		Eaton 16244	5.57/7.75, 6.17/8.58 6.50/9.04

\*N.A. with 363 Six      \*N.A. with V150 V-8

B-700 SERIES

330 V-8 330 HD V-8 361 HD V-8	435, 285V 541FL, FD & FO	Rockwell F-106	6.2, 6.8, 7.2
		Rockwell H-170*	5.86, 6.14, 6.83, 7.17
		Eaton 15201	5.83/8.12, 6.33/8.81
363 Six V175 V-8	285V, 282V 541FL, FD & FO	Eaton 16244	5.57/7.75, 6.17/8.58 6.50/9.04
		Rockwell H-170	5.86, 6.14, 6.83, 7.17
		Eaton 17221	6.50/8.87, 7.17/9.77

\*N.A. with 361 HD V-8 with 435

B-7000 SERIES

363 Six	285V, 280VO 285V, 282V 280VO	Rockwell F-106	6.2, 6.8, 7.2
		Eaton 15201	5.14/7.17, 5.83/8.12 6.33/8.81
		Rockwell H-170	5.86, 6.14, 6.83, 7.17
363 Six V175 V-8	285V, 282V 280VO*	Eaton 17101-21	5.29/7.57, 6.14 6.50, 7.17, 7.60
		Eaton 16244	5.57/7.75, 6.17/8.58 6.50/9.04
		Eaton 17221	5.29/7.21*, 5.57/7.60* 6.14/8.38 6.50/8.87, 7.17/9.77
V175 V-8	385V, 387V	Eaton 17121	6.14, 6.50, 7.17, 7.60
		Eaton 17221	6.14/8.38, 6.50/8.87 7.17/9.77

\*N.A. with V175 V-8

B-750 SERIES

361 HD V-8	285V, 541FL 5652	Rockwell H-170	5.86, 6.14, 6.83, 7.17
		Eaton 17121	6.50, 7.17, 7.60
		Eaton 16244	5.57/7.75, 6.17/8.58 6.50/9.04
391 HD V-8	285V, 282V 541FL, FD & FO 5652, 5756B	Eaton 17221	6.50/8.87, 7.17/9.77
		Rockwell H-170	5.86, 6.14, 6.83, 7.17
		Eaton 17121	6.50, 7.17, 7.60
391 HD V-8	285V, 282V 5652, 5756B	Eaton 16244	5.57/7.75, 6.17/8.58 6.50/9.04
		Eaton 17221	6.50/8.87, 7.17/9.77

TRANSMISSION IDENTIFICATION

MAKE AND MODEL	TYPE	MAKE AND MODEL	TYPE
New Process 435	4-Speed Direct	New Process 541FD	5-Speed Direct, close ratio
Warner T-19	4-Speed Direct (fully synchronized)	New Process 541FO	5-Speed Overdrive
Clark 285V	5-Speed Direct, wide ratio	Clark 385V	5-Speed Direct, wide ratio
Clark 280VO	5-Speed Overdrive	Clark 387V	5-Speed Direct, close ratio
Clark 282V	5-Speed Direct, close ratio	Spicer 5652	5-Speed Direct, wide ratio
New Process 541FL	5-Speed Direct, wide ratio	Spicer 5756B	5-Speed Direct, close ratio

Alison Transmatic II available by special order on B-600 thru 750 Series with 380 or 361 HD V-8 engines

Component Selector and Specification Guide

Equipment		Gasoline-Powered				Diesel-Powered	
SERIES		B-500	B-600	B-700	B-750	B-6000	B-7000
GVW RATING (lb.)	Max.	20,000	24,000	25,500	25,500	24,000	25,500
	Range	26	48-60	60-66	60-66	48-60	60-66
CAPACITY (passengers)	Std.	5,000	5,000, 5,500*	5,500, 6,000†	5,500, 6,000†	5,000, 5,500 & 6,000‡	6,000, 7,000‡
	Opt.	—	5,500, 6,000	6,000	6,000	5,500, 6,000	7,000
AXLE, FRONT—Cay (lb.)	Std.	11,000	15,000	15,000	17,500	15,000	15,000
	Opt.	13,000	15,000 (2-sp.)	15,000 (2-sp.)	17,500 (2-sp.)	15,000 (2-sp.)	15,000 (2-sp.)
AXLE, REAR—Cay (lb.)	Std.	11,000	15,000 (2-sp.)	15,000 (2-sp.)	17,500 (2-sp.)	15,000 (2-sp.)	15,000 (2-sp.)
	Opt.	13,000 (Single & 2-sp.)	17,500 (Single & 2-sp.)	17,500 (Single & 2-sp.)	18,500 (Single & 2-sp.)	17,500 (Single & 2-sp.)	17,500 (Single & 2-sp.)
BRAKES, SERVICE	Std.	—	Vac-Hyd.	Vac-Hyd.	Vac-Hyd.	HD Vac-Hyd.	HD Vac-Hyd.
	Opt.	—	HD Vac-Hyd.	HD Vac-Hyd.	HD Vac-Hyd.	HD Vac-Hyd.	HD Vac-Hyd.
BRAKES, PARKING	Std.	Internal Shoe*	Internal Shoe*	Internal Shoe*	Internal Shoe*	Internal Shoe*	Internal Shoe*
	Opt.	—	Spring-Set w/Air Brakes	Spring-Set w/Air Brakes	Spring-Set w/Air Brakes	Spring-Set w/Air Brakes	Spring-Set w/Air Brakes
ELECTRICAL SYSTEM	Std.	66-plate 70 amp-hr	66-plate 70 amp-hr	66-plate 70 amp-hr	66-plate 70 amp-hr	Dual 78-plate, 93 amp-hr	Dual 78-plate, 93 amp-hr
	Opt.	—	—	—	—	42 amp.	42 amp.
ENGINES	Std.	42 amp.	42 amp.	42 amp.	42 amp.	55 amp., 65 amp., 105 amp.	55 amp., 65 amp., 105 amp.
	Opt.	15 amp., 60 amp., 65 amp.	50 amp., 60 amp., 65 amp., 105 amp.	50 amp., 60 amp., 65 amp., 105 amp.	50 amp., 60 amp., 65 amp., 105 amp.	55 amp., 65 amp., 105 amp.	55 amp., 65 amp., 105 amp.
CLUTCH (lb. in.)	Std.	240-cu. in. Six	300-cu. in. HD Six	330-cu. in. HD V-8	361-cu. in. HD V-8	363-cu. in. Six	363-cu. in. Six
	Opt.	300-cu. in. Six	330-cu. in. HD V-8	330-cu. in. HD V-8	361-cu. in. HD V-8	V150 V-8	V175 V-8
TRANSMISSIONS (Direct)	Std.	HD 11	12	13	13	13	13
	Opt.	12, 13	12	13	13	14	14
5-Speed Downshifts available with wide or close ratio and O.D.	Std.	4-Spd.	4-Spd.	4-Spd.	4-Spd.	5-Spd.	5-Spd.
	Opt.	4-Spd. 1	4-Spd. 2	5-Spd.	5-Spd.	4-Spd. 1	5-Spd.
FRAME (Section Modulus)	Std.	9.45	10.64, 13.22†	13.22	13.22	10.64, 13.22†	13.22
	Opt.	—	—	—	—	—	—
SHOCK ABSORBERS	Std.	Front	Front	Front	Front	Front	Front
	Opt.	Rear	Rear	Front & Rear	Front & Rear	Rear	Front & Rear
SPRINGS, FRONT	Std.	1,750	2,600	2,600	2,600	2,600, 3,000	2,600, 3,000
	Opt.	2,600	3,000	3,000	3,000	3,000	3,000
SPRINGS, REAR	Std.	6,700	8,100	8,100	8,100	8,100	8,100
	Opt.	—	8,100, 9,300	9,300	9,300	8,100, 9,300	9,300
POWER STEERING	Std.	Optional	Optional	Optional	Optional	Optional	Optional
	Opt.	—	—	—	—	—	—
WHEELS	Std.	8-Hole Disc	6-Hole Disc	Cast Spoke	Cast Spoke	6-Hole Disc	Cast Spoke
	Opt.	—	Cast Spoke	6-Hole Disc	6-Hole Disc	6-Hole Disc	6-Hole Disc
TIRES—(Tube-Type—Nylon)	Std.	7.50 x 20 B PR	7.50 x 20 B PR	8.25 x 20 10 PR	8.25 x 20 10 PR	7.50 x 20 B PR	8.25 x 20 10 PR
	Opt.	8.25 x 20 12 PR	8.25 x 20 12 PR	8.25 x 20 12 PR	8.25 x 20 12 PR	8.25 x 20 12 PR	8.25 x 20 12 PR

Additional Standard Equipment Ammeter and Oil Pressure Gauge, Channel-Type Front Bumper, Flat Face Cowl, Driveshaft Guards, Single Electric Horn, Chrome Yellow Paint, Extended Tailpipe, 4-Way Emergency Lamp Flasher, Fender-Mounted Double-Faced Front and Rear Taillight Turn Signals, Front Fender Extension

Additional Optional Equipment Brush-Type Grille Guard, Heavy-Duty 90" Front Bumper, Dual Electric Horns, Hydraulic Jack, Amber Front-Mounted Reflectors, Spare Wheel Carrier, Spare Wheel and Tire, Front Tow Hooks

Note: Use adequate tires for loads and type of service. Consult your Ford Dealer. \*With Orscheln parking brake lever †Wedge type or cam type available. ‡Fully synchronized. §With 242.5" wb.

¶With 222.5" wb. †With 260.5" wb. \*Available by special order.

For more information on any B-Series Ford, ask your Ford Dealer for separate specification sheets.



## Spacious Ford Club Wagons are tops for all kinds of "special purpose" transportation!



Now! School districts all over America, where local codes permit, are finding that Ford Club Wagons make excellent, economical special-purpose school buses. Ford Club Wagons have the seating capacity, ride and carlike handling ease for feeder-line routes, small-group trips, athletic team events, general utility work, and transporting of the handicapped.

Ford Club Wagons give you the greatest carrying capacity and the biggest seating capacity of any vehicle in their class. They are offered in two body lengths with wheelbases of 105.5" and 123.5" for seating 5, 8 or 12 adults. Ford's Econoline Window Vans also are available for local conversion to school bus work. The big E-300 models can be custom-tailored to carry up to 18 pupils. Since local vehicle standards vary from state to

state, check with your local Ford Dealer for Special Order needs or locally installed equipment.

Ford's exclusive Twin-I-Beam front suspension offers a new sense of stability for this type of vehicle. This famous independent wheel suspension, thoroughly proved by over four years' usage in Ford Trucks, features two I-Beam front axles cushioned by coil springs for a smooth ride under all road and load conditions. Double-acting front and rear shock absorbers provide a continuous damping effect. Extra large main structural members and double-wall front quarter panels are but two of the reasons for the increased durability and reliability that have been built into Ford's single-unit body-frame construction. Main underbody members and rocker panels are galvanized inside and

out to minimize rust and corrosion.

Your choice of engines includes the standard 240-cubic-inch Six and the power-packed 302 V-8. SelectShift Cruise-O-Matic transmission, available with 240 Six or 302 V-8, gives you fully automatic or manual shifting. "Second hold" feature provides better control on long grades. The standard transmission is fully synchronized in all forward gears to permit clash-free shifting.

Exclusive outside front service center simplifies checking levels in radiator, battery and windshield washer reservoir. Oil dipstick and filler pipe, brake master cylinder, voltage regulator and windshield wiper motor are within easy reach through front service center opening. Ford Club Wagons and Econoline Window Vans are well worth looking into for your district's needs, too!

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. The Ford Division, Ford Motor Company reserves the right to discontinue models at any time or change specifications or design without notice and without incurring obligation. Specifications are applicable to units sold in the United States, its territories and possessions and may vary outside these areas. All options and accessories illustrated or referred to as optional or available in this publication are at extra cost. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

# FORD SCHOOL BUSES

