1967 FORD-BUILT

F&T-series

CONVENTIONAL CAB HEAVY-DUTY TRUCKS
GVW's UP TO 78,000 LB./GCW's UP TO 75,000 LB.

F&T-Series low initial investment, low operating cost, maximum payload

LOW INITIAL INVESTMENT . . . Ford F- and T-Series Heavies are available in a wide choice of power trains and chassis components to enable you to meet your job requirements best! This results in getting the right truck with the right chassis components at the time of initial purchase. And because many of the essential items are standard, your optional equipment investment is kept to a minimum.

These important considerations, plus the lower initial price of long-BBC Conventional Fords, result in a low initial investment.

LOW OPERATING COSTS . . . F- and T-Series Fords are engineered to provide dependable, long-life service at minimum cost. For example, cab sheetmetal and cab interiors are quality-built to take on severe operations day-in, day-out. Also Ford's proven High Displacement and Super Duty V-8's, plus Cummins and Detroit Diesel engines, are all designed and precision-built to get the most work from every drop of fuel. With a Ford power train, you can expect dependable, hard-working power . . . and have it when you need it!

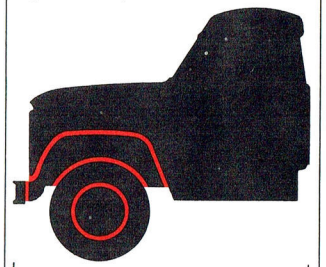
And when maintenance is scheduled, Ford's nominal parts prices, simple-to-service-design and readily available parts help you to keep downtime, maintenance and operating costs at a minimum.

MAXIMUM PAYLOADS . . . Ford's realistic GVW and GCW ratings and careful selection of materials having high strength-to-weight ratios enable F- and T-Series Fords to haul maximum rated payloads. These Fords with a 28-inch bumper-to-front-axle dimension permit hauling maximum payloads in states with "bridge formula" limitations.

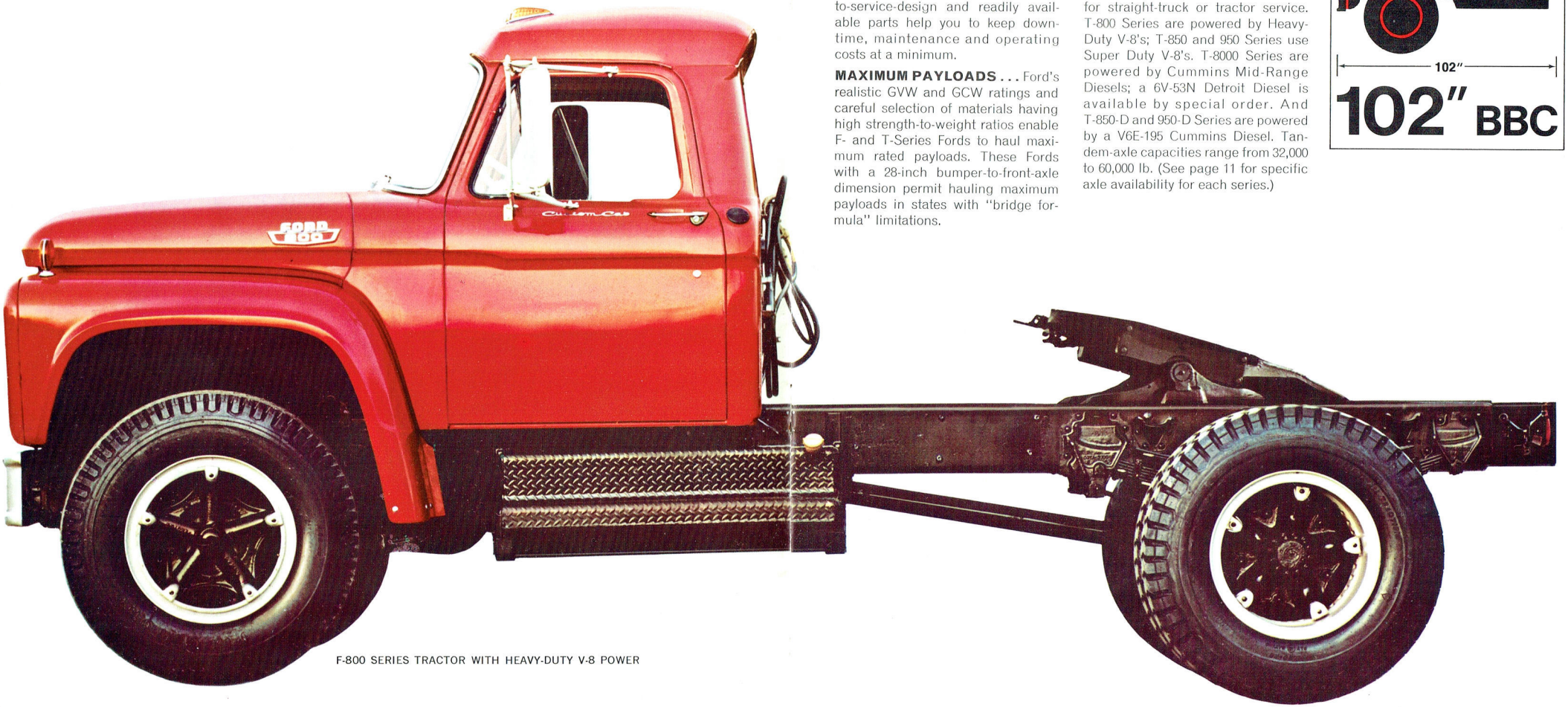
SINGLE-AXLE MODELS . . . Ford offers seven single-axle F-Series for straight-truck or tractor operations. F-800 Series are powered by Heavy-Duty V-8's; F-850, 950 and 1000 Series are powered by Super Duty V-8's. F-8000 Series use Cummins Mid-Range Diesel engines; a 6V-53N Detroit Diesel is available by special order. The F-950-D and 1000-D Series are powered by a V6E-195 Cummins Diesel. Single- and two-speed rear axles ranging from 17,000 to 23,000 lb. capacities are offered in many ratios to precisely match your operation.

TANDEM-AXLE MODELS . . . Ford offers six tandem-axle T-Series for straight-truck or tractor service. T-800 Series are powered by Heavy-Duty V-8's; T-850 and 950 Series use Super Duty V-8's. T-8000 Series are powered by Cummins Mid-Range Diesels; a 6V-53N Detroit Diesel is available by special order. And T-850-D and 950-D Series are powered by a V6E-195 Cummins Diesel. Tandem-axle capacities range from 32,000 to 60,000 lb. (See page 11 for specific axle availability for each series.)

F&T-Series
straight truck models up to 78,000 lb. GVW, tractor models up to 75,000 lb. GCW



102" BBC



F-800 SERIES TRACTOR WITH HEAVY-DUTY V-8 POWER

cab interiors

are comfortable and durable

STANDARD CAB . . . The 1967 F- and T-800 Series standard cab has a beige-colored, vinyl-upholstered full-width seat that is big enough to seat three big men comfortably. A heavy-duty, black vinyl full-width seat is standard on 850 Series and up and on 8000 Series Fords. The molded fiberglass headlining is easy to clean. A 22-inch diameter steering wheel reduces driver steering effort.

Numerous safety features such as a foam-padded instrument panel (see lower right for complete list) are now standard equipment for added safety to both driver and passenger.

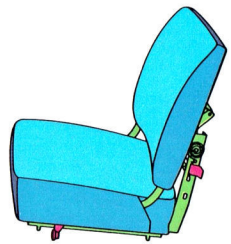
Other standard cab appointments include "Hi-Dri" all-weather ventilation to keep driver and passenger comfortable, glove compartment, ash tray, dome light, coat hook, push-button exterior door handles, key locks for both doors, wedge-type handles on vent windows and double-grip door locks.

Several optional seating packages are offered including Unison-Action driver's seat, Bostrom Viking T-Bar driver's seat and AMP #675 driver's seat. Each seat option can be combined with an optional matching individual passenger seat.

CUSTOM CAB . . . The F- and T-Series Custom Cab is attractive, comfortable and durable! A deep, foam-cushioned full-width seat holds three big men and is upholstered in red, blue, green or beige woven-plastic trim on 800 Series Fords. Heavy-duty black vinyl is used on 850 Series and up and on 8000 Series Fords. If specified, you can have woven-plastic seat trim. Woven-plastic seat trim virtually breathes for cooler seating comfort.

Other Custom Cab features include color-keyed left- and right-hand arm rests, white steering wheel, contrasting color instrument panel and cigar-cigarette lighter.

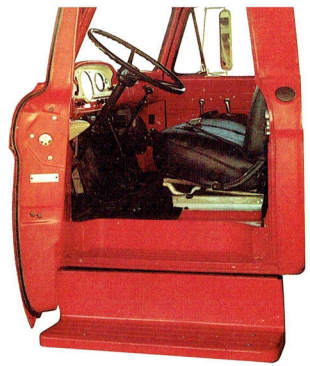
Optional seating packages available include a Unison-Action driver's seat, Bostrom Viking T-Bar driver's seat and AMP #675 driver's seat . . . each available with an optional passenger seat.



UNISON-ACTION DRIVER'S SEAT (illustrated) eliminates driver up-and-down bobbing action and back scrubbing. This seat adjusts separately to driver weight and road conditions, and also adjusts four inches fore and aft for the most comfortable driver legroom.

easy entry and exit

A low, 12-inch rise from the running board to cab inside step permits the driver and passenger easy entry and exit. The 55-degree steering column lets the driver slide behind the wheel with ease. You can expect safer entry and exit with a Ford conventional cab because the cab's inside step is protected from inclement weather and the running board has raised ridges for better footing.



safety features

Standard safety features on F- and T-Series Fords include seat belts for driver and passenger, padded instrument panel, left- and right-hand padded sun visors, windshield washers, two-speed electric or variable-speed, air-operated dual windshield wipers with non-glare wiper arms, dual western-type outside rearview mirrors, five cab marker and clearance lights and transistorized ICC emergency lamp flasher. And with air-brake-equipped F- and T-Series Fords, a spring-set type emergency parking brake option enables the driver to stop his vehicle in the event of low pressure or complete loss of air pressure.

CUSTOM CAB INTERIOR FOR F- AND T-800 SERIES* **Heavy-duty black vinyl is standard on F-and T-850 Series and up and 8000 Series Fords*

Total Performance

Gasoline Engines

THREE HIGH DISPLACEMENT HEAVY-DUTY V-8's . . . High Displacement Heavy-Duty V-8's provide the power and torque you need to maintain desired road speeds at part throttle with power still in reserve to reduce the need for downshifting on hills. Part-throttle operation results in longer engine life, lower operating costs per mile. Note the Heavy-Duty V-8 engine features below and you will readily understand why they can provide you with long-term, dependable service.

- Forged steel crankshaft, I-beam type connecting rods and stress-relieved cylinder heads provide extra durability
- Aluminum pistons have cast-iron top ring groove inserts to minimize piston and ring wear. Three-piece oil control ring provides a more positive seal under high vacuum engine operating conditions
- Sodium-cooled exhaust valves with chrome-plated stems, hard-faced seat inserts and Rotocoil valve rotators prolong life of exhaust valves
- Hydraulic valve lifters result in a quieter engine, lessen the need for valve adjustments
- High-capacity water pump (96 gpm) has double-row pre-lubricated ball bearings. Ceramic facing on impeller hub is designed to last the life of the engine

THREE SUPER DUTY V-8's . . . Ford Super Duty V-8's are the most popular engines in their field for big-job operations everywhere! Major fleets in every kind of operation report that Super Duty V-8's score high in performance, operating economy and long-term durability. Many Super Duties have gone over 200,000 miles without ever being opened. Many are still going strong after 400,000 miles of service with minimum repair.

Super Duties are exceptionally dependable and durable because they are precision-built, thoroughly hot-tested, opened up and inspected for wear, then reassembled and run again before being released for service.

Premium Super Duty engine features include:

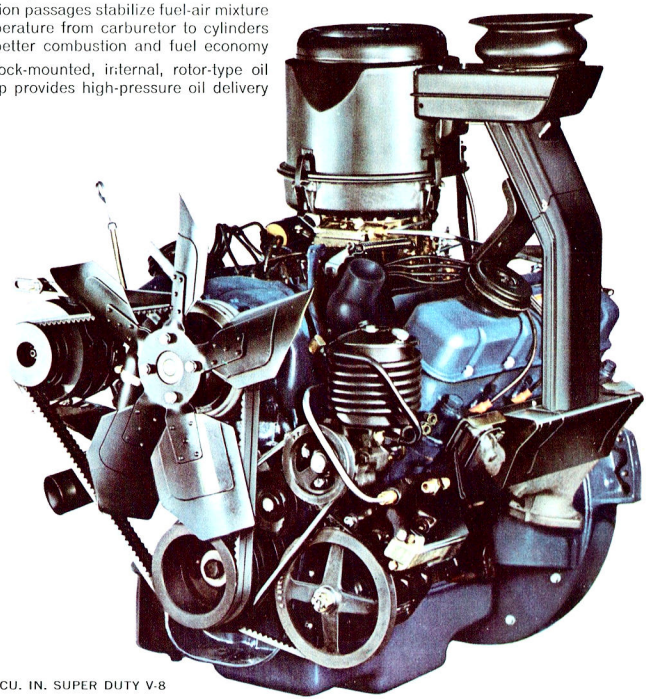
- Full-circle water jackets around cylinder walls provide better transfer of combustion heat, fast warm-up, and uniform expansion for longer engine life
- Chrome-plated top two compression rings and oil control ring provide greater resistance to wear
- Four-ring, Turbulence-Top pistons have cast-iron insert in top ring groove for long piston and ring life
- Water-jacketed intake manifold and induction passages stabilize fuel-air mixture temperature from carburetor to cylinders for better combustion and fuel economy
- Block-mounted, internal, rotor-type oil pump provides high-pressure oil delivery

100,000-MILE

Ford & Mercury Dealers warrant to truck owners each 401-, 477-, and 534-cu. in. Super Duty engine for 100,000 miles, 24 months, or 3,000 engine hours, whichever occurs first. Ford & Mercury Dealers will replace all major engine parts (including block, heads, crankshaft, valves, rings, pistons) found defective in material or workmanship. The warranty covers full cost of replacement parts during the entire warranty period, plus full labour costs for 50,000 miles or 1,500 hours and a sliding scale thereafter during the first 24-month period.

WARRANTY

For the 7th consecutive year!



477-CU. IN. SUPER DUTY V-8

GASOLINE ENGINE SPECIFICATIONS	330 HD V-8 (2V)	361 HD V-8 (2V)	391 HD V-8 (4V)	401 SD V-8 (4V)	477 SD V-8 (4V)	534 SD V-8 (4V)
MAX. GROSS HP @ RPM	190 @ 4000	210 @ 4000	235 @ 4000	226 @ 3600	253 @ 3400	266 @ 3200
MAX. NET HP @ RPM	164 @ 3800	182 @ 3800	199 @ 3800	198 @ 3400	222 @ 3200	235 @ 3000
MAX. GROSS TORQUE (lbs-ft @ rpm)	306 @ 2000	345 @ 2000	372 @ 2000	343 @ 20-2600	415 @ 20-2600	481 @ 16-1800
MAX. NET TORQUE (lbs-ft @ rpm)	286 @ 2000	322 @ 2000	342 @ 2000	334 @ 2000	395 @ 18-2400	455 @ 18-2200
BORE AND STROKE (inches)	3.87 x 3.50	4.05 x 3.50	4.05 x 3.79	4.125 x 3.75	4.50 x 3.75	4.50 x 4.20
COMPRESSION RATIO (to 1)	7.4	7.4	7.4	7.5	7.5	7.5

Economical

Diesel Engines

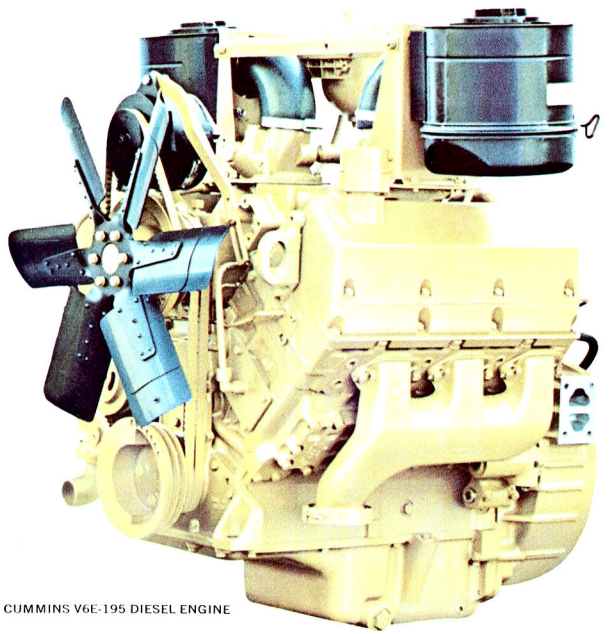
MID-RANGE CUMMINS DIESEL ENGINES . . . Three 464-cu. in. Cummins straight-six Diesel engines are available with F- and T-8000 Series Fords as regular production models. Mid-Range Diesels are high-performance Cummins "C" Series engines that give you all the advantages of Diesel fuel economy and low upkeep at moderate cost. Smaller and lighter than the big Cummins highway Diesel engines, the Mid-Range Diesels are as durable as the big ones.

Both CF-160 and C-160 Diesels are naturally aspirated; the C-180 Diesel engine is supercharged. All three engines feature nearly complete major engine component interchangeability. If you need Diesel operating economy with your short-haul tractors or heavy-duty straight trucks, F- and T-8000 Series Fords are just right for you!

6V-53N DETROIT DIESEL ENGINE . . . Detroit Diesels are the latest addition to Ford's ever-expanding line of Diesel power. A 6V-53N Detroit Diesel engine, rated at 195 gross horsepower, is offered on F- and T-8000 Series by special order. Similar to the Mid-Range Cummins Diesels, the 6V-53N Diesel engine is well-suited for multi-stop, city pickup and delivery, and city-shuttle service. The 6V-53N Detroit Diesel is of 2-cycle design, which means one power stroke for every complete crankshaft revolution, and uses needle-valve fuel injectors with high compression pistons and heads to provide outstanding economy.

V-6 CUMMINS DIESEL ENGINE . . . F-950-D and 1000-D, T-850-D and 950-D Series Fords are powered by a V6E-195 Cummins Diesel engine. This linehaul 4-cycle V-6 Diesel engine has a shorter stroke with slower piston speeds for less wear on rings than a straight-six Cummins Diesel engine of comparable horsepower. The V-6 Diesel is shorter than a straight-six Diesel to permit a more compact installation with short wheelbase models. The V-6 weighs 735 pounds less than a comparable straight-six and allows you to haul more payload. Features that apply to Cummins Mid-Range straight-sixes and the V-6 Diesel engine include:

- Two intake and two exhaust valves per cylinder are precision machined from high strength alloy steel. Solid stellite exhaust valve seat inserts resist corrosion and maintain positive valve seating
- Cylinder liners are replaceable wet type and effectively dissipate cylinder heat to the coolant
- Camshaft is geared to crankshaft for positive control of all valve and fuel injector movements. Roller-type cam followers provide long, more trouble-free life
- Connecting rods are drop forged from high tensile strength alloy steel for uniform strength and maximum rigidity. Full-floating piston pins provide even distribution of pin wear for added life
- Water passages carry a large volume of water around cylinder walls, valves and injectors for uniform engine temperatures



CUMMINS V6E-195 DIESEL ENGINE

Ford also makes gas and Diesel engines for industrial applications. For details write to: Industrial Products Dept. G, National Parts Depot, 8000 Dixie Rd., Bramalea, Ontario.

DIESEL ENGINE SPECIFICATIONS	CF-160	C-160	C-180†	6V-53N*	V6E-195
MAX. GROSS HP @ RPM	160 @ 2800	160 @ 2500	180 @ 2500	195 @ 2600	195 @ 2500
MAX. NET HP @ RPM	141 @ 2800	142 @ 2500	159 @ 2500	181 @ 2600	184 @ 2500
MAX. GROSS TORQUE (lbs-ft @ rpm)	343 @ 1800	379 @ 1500	425 @ 1700	446 @ 1500	450 @ 1800
MAX. NET TORQUE (lbs-ft @ rpm)	323 @ 1800	352 @ 1500	396 @ 1700	433 @ 1500	431 @ 1800
DISPLACEMENT (cubic inches)	464	464	464	318	588
BORE AND STROKE (inches)	4.438 x 5.00	4.438 x 5.00	4.438 x 5.00	3.875 x 4.50	5.50 x 4.125
COMPRESSION RATIO (to 1)	15.8	15.8	14.5	21	17

*Special order only †Supercharged

F & T-Series cabs are built to last...

F- AND T-SERIES CABS ARE OF ALL-WELDED, QUALITY-BUILT CONSTRUCTION AS FOLLOWS:

1 Windshield header and roof side-members are of box-type construction for high strength and rigidity

2 Hat-type crossmember across the rear panel reinforces back of the cab for added rigidity

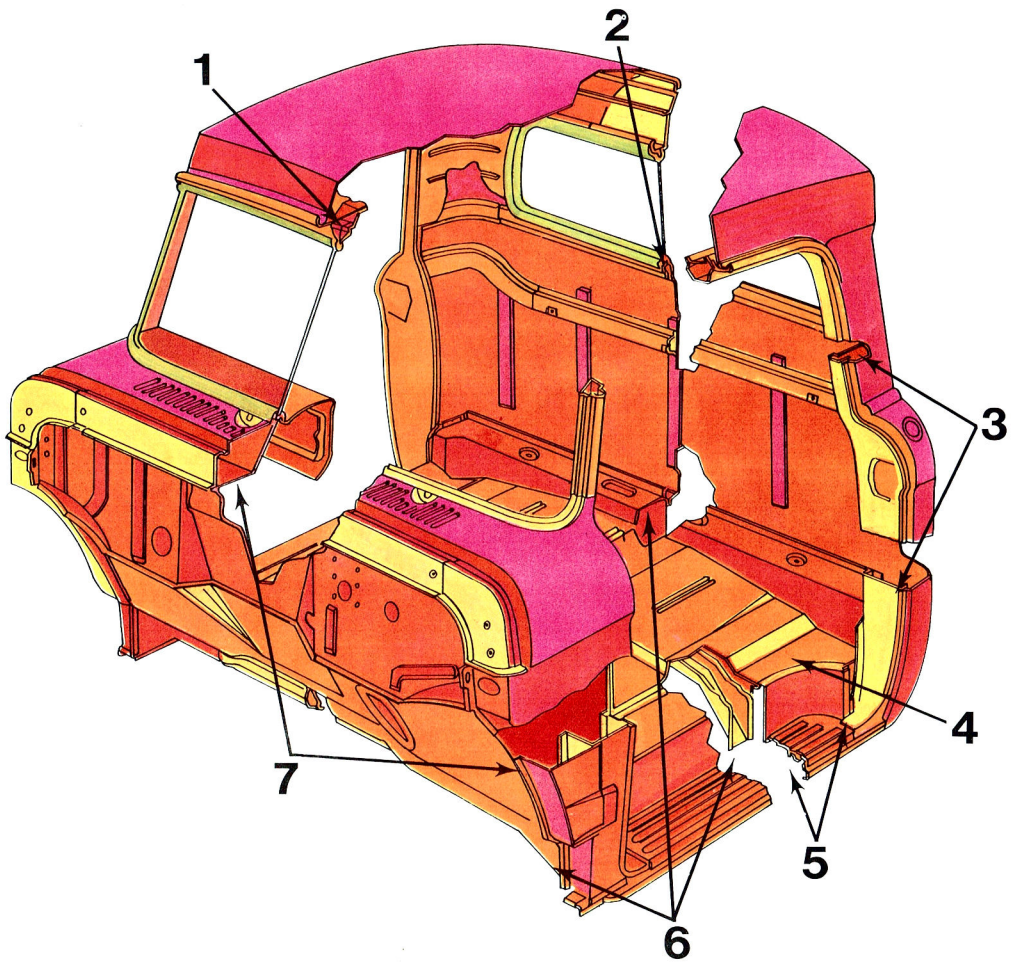
3 Door pillars are reinforced from roof to floor to maintain door alignment . . . keep doors tight and more rattle-free

4 Toeboard and floor pan are of .060-inch thick sheet steel for rigidity and cab durability

5 Zinc-rich and rust-resistant primers and galvanized sheet-metal protect critical cab areas from rust and corrosion

6 Three sub-floor crossmembers provide a solid base for the two front cab mounts, seat and center floor loads, and the rear cab mounts

7 Cab air intake chamber is welded to firewall and front pillars to provide double-wall construction

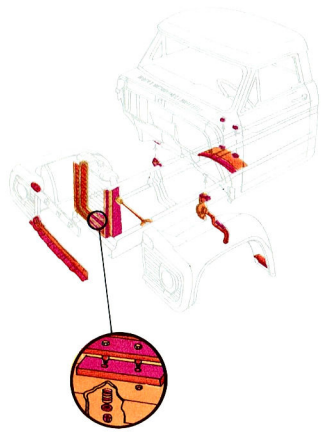


independent cab mounting

F- and T-Series independent mounting of radiator, fenders and front end assembly, and cab keeps each unit separate from the other to prevent transfer of stress and vibration, virtually eliminates annoying rattles and squeaks, and greatly extends the life of each unit.

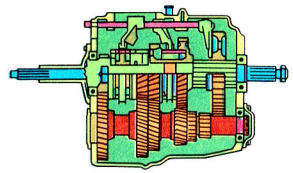
The radiator is cushioned on rubber on the front crossmember (see enlarged circled illustration below) and is supported by diagonal braces attached to the siderails. This mounting arrangement extends the life of the radiator core and tanks. The fender, apron and headlight assembly is mounted at five points and is independent of cab and radiator.

The 3-point mounting of the cab consists of two outboard front mounts and a centered twin rear mount. This 3-point mounting of the cab on stress-absorbing rubber "biscuits" permits the cab to virtually "float free" of frame flexing and vibrations. Result—a more comfortable ride plus increased cab life.

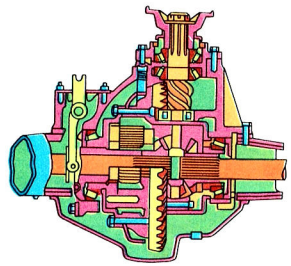


RADIATOR CUSHIONED ON RUBBER PAD

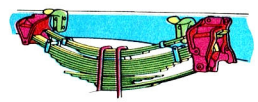
chassis components are designed for reliability!



5-SPEED TRANSMISSIONS are standard equipment on all F- and T-Series Fords. Additional 5-speed direct or overdrive transmissions are optional to meet your exact requirements or preference.

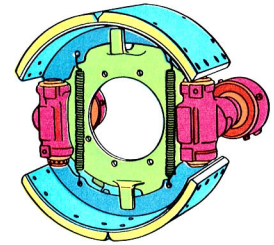


SINGLE REAR AXLES manufactured by Eaton and Rockwell are available in many capacities and ratios to meet your specific requirements. Capacities range from 17,000 to 23,000 lb. Single-speed rear axles are standard. Two-speed and other single-speed rear axles are optional.

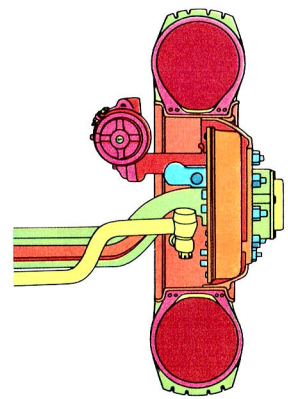


VARIABLE-RATE, RADIUS LEAF REAR SPRINGS adjust to changing loads. Main spring ends ride free on cam-shaped pads in the mounting brackets to shorten the effective length of the spring as the load increases. This increases the spring's deflection rate and stiffens the spring. Conversely, decreasing the load lengthens the spring, decreases the spring's deflection rate, reduces spring stiffness and cushions the lighter load.

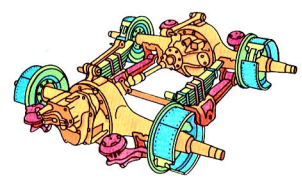
(Auxiliary rear springs, illustrated, are optional.)



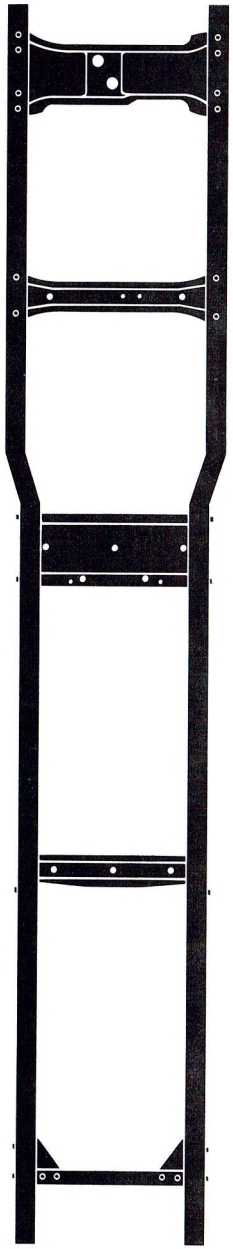
AIR BRAKES of either wedge- or cam-type design are available on all F- and T-Series Fords. The advantages of wedge-type (illustrated) air brakes include longer drum life, reduced air consumption, reduced weight, cooler operation, self-adjusting brake shoes and fewer parts per unit.



12,000-lb. CAPACITY CENTER-POINT-STEER FRONT AXLE is available on all F- and T-Series Fords to provide easier steering than a conventional axle without the cost and weight penalty of power steering.



TANDEM AXLES in a choice of Eaton and Rockwell single-speed, dual-drive type are available for T-Series Fords. Capacities range from 32,000 to 60,000 lb. In addition, a three-speed, dual-drive tandem axle of 38,000-lb. capacity is offered on T-950-D Series.



SINGLE-AXLE FRAME
(F-800 SERIES)

F&T-Series

specifications

Single-axle series frames . . . F-Series frame rails are full depth the entire length of the frame for greater strength over the rear axle and at the spring bracket sections. Deep-section rear crossmembers provide extra frame rigidity and protection against frame twisting. This is particularly advantageous with tractor models for fifth wheel installations and for long wheelbase trucks. F-Series truck frames are available with single-channel frames ranging from 36,000 to 80,000 psi. An inverted L-type outer reinforcement is available for extra strength.

Tandem-axle series frames . . . Ford tandems are available as single-channel frames without reinforcements, or with three types of extra reinforcements. Double-channel frames are available with three types of extra reinforcements. Extra reinforcements include: (1) an inner liner reinforcement between the second and third crossmember, (2) an inverted L-type outer reinforcement that begins at the third crossmember and continues to the rear of the frame, (3) an extended outer reinforcement that begins behind the front spring rear hanger and continues to the end of the frame. Large gusset reinforcements further strengthen the frame where rear axles and rear suspension are mounted to the frame.

SINGLE-AXLE FRAME SPECIFICATIONS

SERIES AND AVAILABILITY		WHEELBASE (IN.)	SECTION MODULUS	SIDERAIL DESIGN	YIELD STRENGTH (psi)
F-800 F-8000#	STD.	134, 146#, 158#, 176, 194, 212	11.05	Single Channel	36,000
	OPT.	146, 158, 176, 194, 212	19.19	Single Channel/Inverted "L" Reinf.	36,000 or 50,000
F-850 F-950 F-1000 F-950-D F-1000-D	STD.	146, 158, 176, 194, 212	11.05	Single Channel	50,000
	OPT.	146, 158, 176, 194, 212	21.33	Single Channel/Inverted "L" Reinf.	50,000
		146, 158 Tractor Models Only	9.95	Single Channel	80,000

#F-8000 available w/146- & 158-inch wheelbases only.

TANDEM-AXLE FRAME SPECIFICATIONS

SERIES AND AVAILABILITY		WHEELBASE (IN.)	SECTION MODULUS	SIDERAIL DESIGN	YIELD STRENGTH (psi)
T-800 T-8000	STD.	158	19.19	Single Channel /Inner Liner and Inverted "L" Reinforcement	80,000
		176, 194, 212#	19.19	Single Channel /Inner Liner and Extended Inverted "L" Reinforcement	80,000
	OPT.	158	11.05*	Single Channel /Inner Liner Reinforcement	80,000
			25.80	Double Channel/Inner Liner Reinforcement	50,000
		176, 194, 212#	25.80	Double Channel/Outer Channel Extended and Inner Liner Reinforcement	50,000
T-850 T-850-D	STD.	146	11.05	Single Channel	80,000
		158	19.19	Single Channel /Inner Liner and Inverted "L" Reinforcement	80,000
		176, 194, 212	19.19	Single Channel /Inner Liner and Extended and /Inverted "L" Reinforcement	80,000
	OPT.	146	19.19	Single Channel /Inverted "L" Reinforcement	80,000
		158	11.05*	Single Channel /Inner Liner Reinforcement	80,000
			25.80	Double Channel/Inner Liner Reinforcement	50,000
		176, 194, 212	25.80	Double Channel/Outer Channel Extended and Inner Liner Reinforcement	50,000
T-950 T-950-D	STD.	158	25.80	Double Channel/Inner Liner Reinforcement	50,000
		176, 194, 212	25.80	Double Channel/Outer Channel Extended and Inner Liner Reinforcement	50,000
	OPT.	176, 194, 212	29.08	Double Channel/Outer Channel Extended and Inner Liner Reinforcement	80,000
			37.00	Double Channel/Outer Channel Extended plus Inner Liner and L-type Reinfs.	80,000

*For tractor models only. #N.A. with T-8000 Series.

Popular options . . . Custom Cab, Tinted Windshield, Tinted Glass (all around), Radio and Antenna, Dual Air Horns, Tractor Package (trailer air brake and electrical connections), Power Steering, Perma-Tuned Transistorized Ignition System, Auxiliary Rear Springs, Flotation Tires, Single-, Two- and Three-Speed Rear Axles, Hydraulic Jacks, Front Tow Hooks, Lightweight Tandem Suspensions, Rectangular-, Cylindrical-, Step-, Saddle-Type Fuel Tanks, 8- and 10-Spd. Roadrangers, 6-Spd. Transmatic Transmissions.

FOR MORE INFORMATION ON F & T-SERIES FORDS, ASK YOUR DEALER FOR SEPARATE SPECIFICATION SHEETS!

SINGLE-AXLE SERIES

		GASOLINE-POWERED SERIES				DIESEL-POWERED SERIES		
SERIES		F-800	F-850	F-950	F-1000	F-8000	F-950-D	F-1000-D
GVW Rating (lb.)	Max.	30,000	32,000	34,000	36,000	27,500	34,000	36,000
GCW Rating (lb.)	Max.	50,000	50,000	55,000	65,000	50,000	55,000	65,000
AXLE, FRONT—Cap'y (lb.)	Std.	6,000	7,000	7,000	9,000	7,000	7,000	9,000
	Opt.	7,000, 9,000 12,000‡	9,000, 12,000‡	9,000, 12,000‡	12,000‡ 15,000	9,000 12,000‡	9,000 12,000‡	12,000‡ 15,000
AXLE, REAR—Cap'y (lb.)	Std.	17,000	18,500	22,000	23,000	18,500	22,000	23,000
	Opt.	18,500 22,000	22,000	23,000	—	18,500 22,000	18,500 23,000	—
BRAKES, SERVICE	Std.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Full Air*	Full Air*	Full Air*	Full Air*
	Opt.	HD Vac.-Hyd. Air-over-Hyd. Full Air* HD Full Air	HD Vac.-Hyd. Rear Air-over-Hyd. Full Air* HD Full Air	Full Air* HD Full Air	HD Full Air, Front	HD Full Air	HD Full Air	HD Full Air, Front
BRAKES, PARKING	Std.	INTERNAL SHOE				INTERNAL SHOE		
	Opt.	SPRING-SET TYPE WITH FULL AIR BRAKES				SPRING-SET TYPE WITH FULL AIR BRAKES		
ENGINE	Std.	361-cu. in. HD V-8	401-cu. in. 4V SD V-8		477-cu. in. 4V SD V-8	CF-160	V6E-195	V6E-195
	Opt.	391-cu. in. HD V-8	477-cu. in. 4V SD V-8		534-cu. in. 4V SD V-8	C-160 C-180 6V-53N*	—	—
CLUTCH (Dia. in.)	Std.	13	13—2 plate	13—2 plate	13—2 plate	14—1 plate	14—2 plate	14—2 plate
TRANSMISSIONS	Std.	5-Speed (D)	5-Speed (D)	5-Speed (D)	5-Speed (D)	5-Speed (D)	5-Speed (D)	5-Speed (D)
	Opt.	5-Speed (D) (O) 6-Spd. Transmatic	5-Speed (D) (O) 8-Speed (D) 6-Spd. Transmatic	5-Speed (D) (O) 8-Speed (D) 6-Spd. Transmatic	5-Speed (D) (O) 8-Speed (D) 10-Speed (D) (O) 6-Spd. Transmatic	5-Speed (D)	5-Speed (D) (O) 12-Speed (D)	5-Speed (D) (O) 12-Speed (D)
Optional Auxiliaries		—	—	3- & 4-Speed	3- & 4-Speed	—	3- & 4-Speed	3- & 4-Speed
FRAME—(See frame specifications page 10)								
SPRINGS, FRONT CAP'Y (lb.)	Std.	3,000	3,000	3,000	4,000	4,000	3,000	4,000
	Opt.	4,000, 4,000†, 5,000	4,000, 4,000†, 5,000	4,000, 4,000†, 5,000	3,000, 4,000†, 5,000, 6,000, 6,800	4,000†, 5,000	4,000†, 5,000	3,000, 4,000†, 5,000, 6,000, 6,800
SPRINGS, REAR CAP'Y (lb.)	Std.	8,100	8,100	9,300	10,400	9,300	9,300	10,400
	Opt.	9,300, 10,400	9,300, 10,400 13,000	10,400, 13,000	13,000	10,400	10,400 13,000	13,000
Auxiliary Springs		2,250	2,250	2,250	2,250	2,250	2,250	2,250
POWER STEERING		OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL
WHEELS	Std.	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt.	6- or 10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc
**TIRES (tube-type Nylon) Maximum	Std.	9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR	10.00 x 20 12PR	9.00 x 20 10PR	10.00 x 20 12PR	10.00 x 20 12PR
	Opt.	11.00 x 20 12PR	11.00 x 20 12PR	11.00 x 20 14PR	11.00 x 20 14PR	11.00 x 20 12PR	11.00 x 20 14PR	11.00 x 20 14PR

NOTE: Use adequate tires for loads and type of service. *By special order. †Soft deflection rate type. ‡Conventional or Center-Point-Steering.
**Flotation tires available. ▲Wedge type or optional cam type. (D) Direct Drive. (O) Overdrive.

TANDEM-AXLE SERIES

		GAS-POWERED SERIES			DIESEL-POWERED SERIES		
SERIES		T-800	T-850	T-950	T-8000	T-850-D	T-950-D
GVW Rating (lb.)	Max.	49,000	51,000	78,000	49,000	51,000	56,000
GCW Rating (lb.)	Max.	50,000	70,000	75,000	50,000	65,000	65,000
AXLE, FRONT—Cap'y (lb.)	Std.	6,000	9,000	9,000	9,000	9,000	9,000
	Opt.	7,000, 9,000 ■12,000, 15,000	■12,000, 15,000 18,000	■12,000, 15,000 18,000	■12,000 15,000	■12,000 15,000, 18,000	■12,000 15,000, 18,000
AXLE, REAR—Cap'y (lb.)	Std.	32,000	32,000	38,000	32,000	32,000	38,000
	Opt.	32,000 34,000	34,000	44,000** 50,000, 60,000	34,000	34,000	—
BRAKES, SERVICE	Std.	Vac.-Hyd.	Vac.-Hyd.	Full Air	Full Air	Full Air	Full Air
	Opt.	HD Vac.-Hyd. Rear Full Air▲ HD Full Air	HD Vac.-Hyd. Rear Full Air▲ HD Full Air	HD Full Air	HD Full Air	HD Full Air	HD Full Air
BRAKES, PARKING	Std.	INTERNAL SHOE	INTERNAL SHOE	INTERNAL SHOE	INTERNAL SHOE	INTERNAL SHOE	INTERNAL SHOE
	Opt.	SPRING-SET TYPE WITH FULL AIR BRAKES			SPRING-SET TYPE WITH FULL AIR BRAKES		
ENGINE	Std.	330 HD V-8	401-cu. in. 4V SD V-8	401-cu. in. 4V SD V-8	CF-160	V6E-195	V6E-195
	Opt.	361 HD V-8 391 HD V-8	477-cu. in. 4V SD V-8 534-cu. in. 4V SD V-8	477-cu. in. 4V SD V-8 534-cu. in. 4V SD V-8	C-160 C-180 6V-53N*	—	—
CLUTCH (Dia. in.)	Std.	13—1 plate	13—2 plate	13—2 plate	14—1 plate	14—2 plate	14—2 plate
TRANSMISSIONS	Std.	5-Speed (D)	5-Speed (D)	5-Speed (D)	5-Speed (D)	5-Speed (D)	5-Speed (D)
	Opt.	5-Speed (D) 6-Spd. Transmatic 3- & 4-Speed	5-Speed (D) 8-Speed (D) 10-Speed (D) (O) 6-Spd. Transmatic 3- & 4-Speed Aux.	5-Speed (D) 8-Speed (D) 10-Speed (D) (O) 6-Spd. Transmatic 3- & 4-Speed Aux.	5-Speed (D) 6-Spd. Transmatic 3- & 4-Speed†	5-Speed (D) (O) 12-Speed (O) 3- & 4-Speed	5-Speed (D) (O) 12-Speed (O) 3- & 4-Speed
Optional Auxiliaries		(See frame specifications page 10)			(See frame specifications page 10)		
FRAME							
SPRINGS, FRONT CAP'Y (lb.)	Std.	4,000	4,000	4,000	4,000	4,000	4,000
	Opt.	3,000, 4,000♦ 5,000, 6,000 6,800	4,000♦, 5,000 6,000, 6,800 8,200	5,000, 6,000	4,000♦, 5,000 6,000, 6,800	4,000♦, 5,000 6,000, 6,800 8,200	5,000, 6,000
SPRINGS, REAR CAP'Y (lb.)	Std.	15,500	15,500	16,600	15,500	15,500	16,600
POWER STEERING		OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL	OPTIONAL
WHEELS	Std.	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt.	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc
***TIRES (tube-type Nylon) Maximum	Std.	8.25 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR	9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR
	Opt.	11.00 x 20 12PR	11.00 x 20 12PR‡	12.00 x 20 16PR	11.00 x 20 12PR	11.00 x 20 12PR‡	11.00 x 20 14PR‡

NOTE: Use adequate tires for loads and type of service. *By special order. †3-speed auxiliary standard. ‡11.00 x 20 4-ply wire cord tires available w/18,000-lb. front axle.
■Conventional or Center-Point-Steering. ♦Soft deflection rate type. (D) Direct Drive. (O) Overdrive. **Includes 19,000-lb. rear suspension. ***Flotation tires available.

F&T-Series Fords can lower your operating costs and boost your profits!

1 Designed for maximum loads

Ford's realistic GVW and GCW ratings, the careful selection of materials having a high strength-to-weight ratio for load-carrying components, modern design and quality construction enable Ford Trucks to haul maximum payloads at minimum cost.

2 Quality-built for maximum economy

Ford Trucks over the years have established a reputation for outstanding reliability and economy. One contributing factor is that Fords are available in a wide choice of power trains and chassis components to enable you to get the truck you need. In addition, Ford Trucks are scientifically engineered and quality-built to provide long-term operating economy.

3 Quality-built for long life

From top to bottom . . . from all-welded cabs to durable, welded frames, Ford Trucks are quality-built for lasting stamina and long-term durability. Ford engineers have carefully gone over every Ford Truck design and made improvements wherever necessary. Result—greater reliability and durability with a Ford year after year!

EVERY 1967 FORD TRUCK has been designed and quality-built to provide safer, more dependable service than ever. Numerous new safety items are standard equipment in every 1967 Ford Truck. Safety also depends upon the proper operation and maintenance of a vehicle . . . and the use of the safety equipment provided.

FORD OF CANADA WARRANTY—OUR PROOF OF DEPENDABILITY All Ford of Canada trucks are Warranted for 24,000 miles or 24 months, (whichever comes first). This warranty is direct proof of the greater reliability and durability that is built into every Ford of Canada Truck. This warranty is also the result of a carefully planned program of engineering improvements that distinguishes every Ford built truck. For complete warranty details see your Dealer.

Ford FORD

1967 Ford-Built Trucks —Quality-Built to Boost Your Profits!

Ford MERCURY

Litho in Canada.