

1960 FORD TRUCKS

FULL LINE FOLDER

The best of the new
... *CERTIFIED ECONOMY*, too!

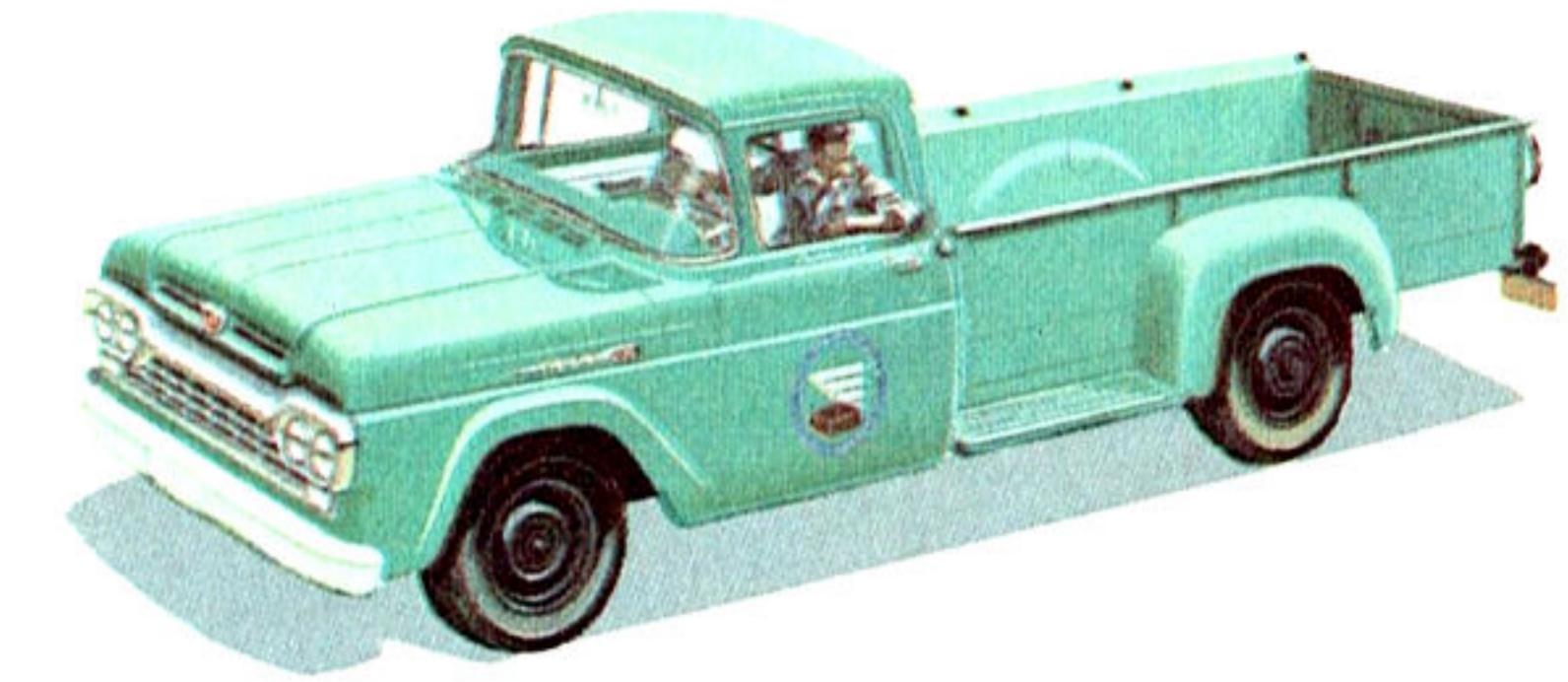




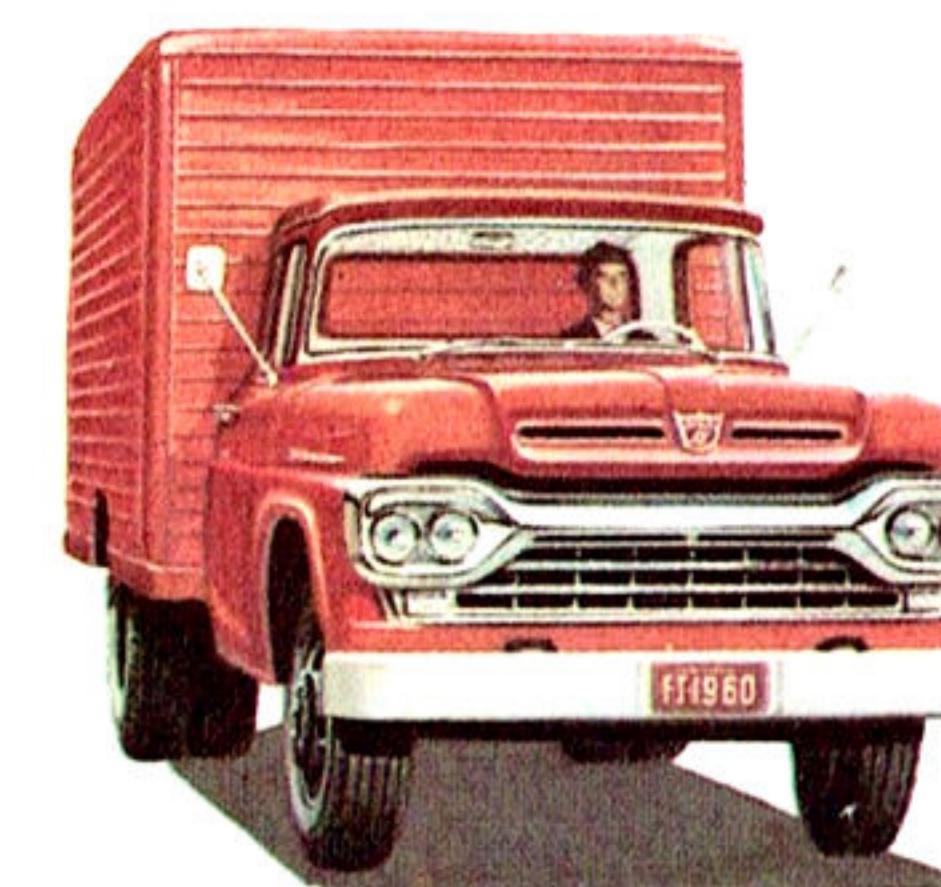
F-100 PANEL



F-250



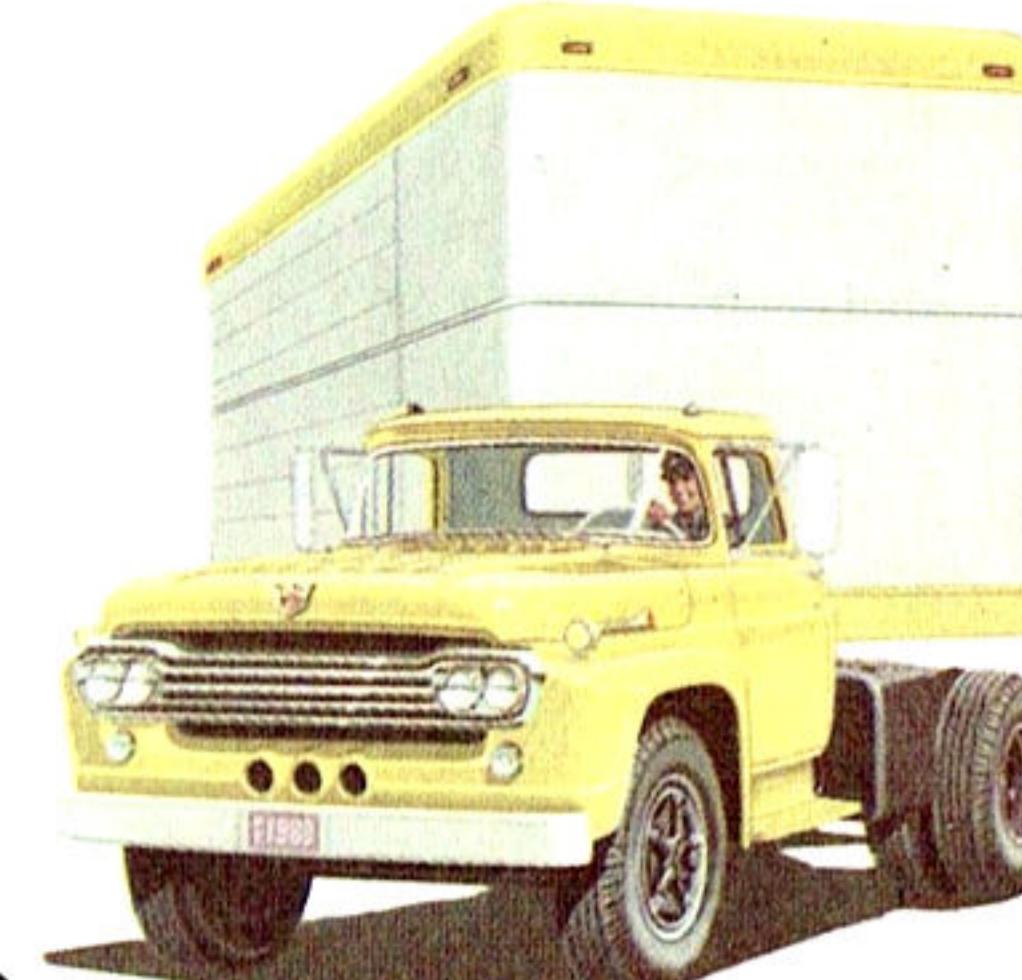
F-350



F-500



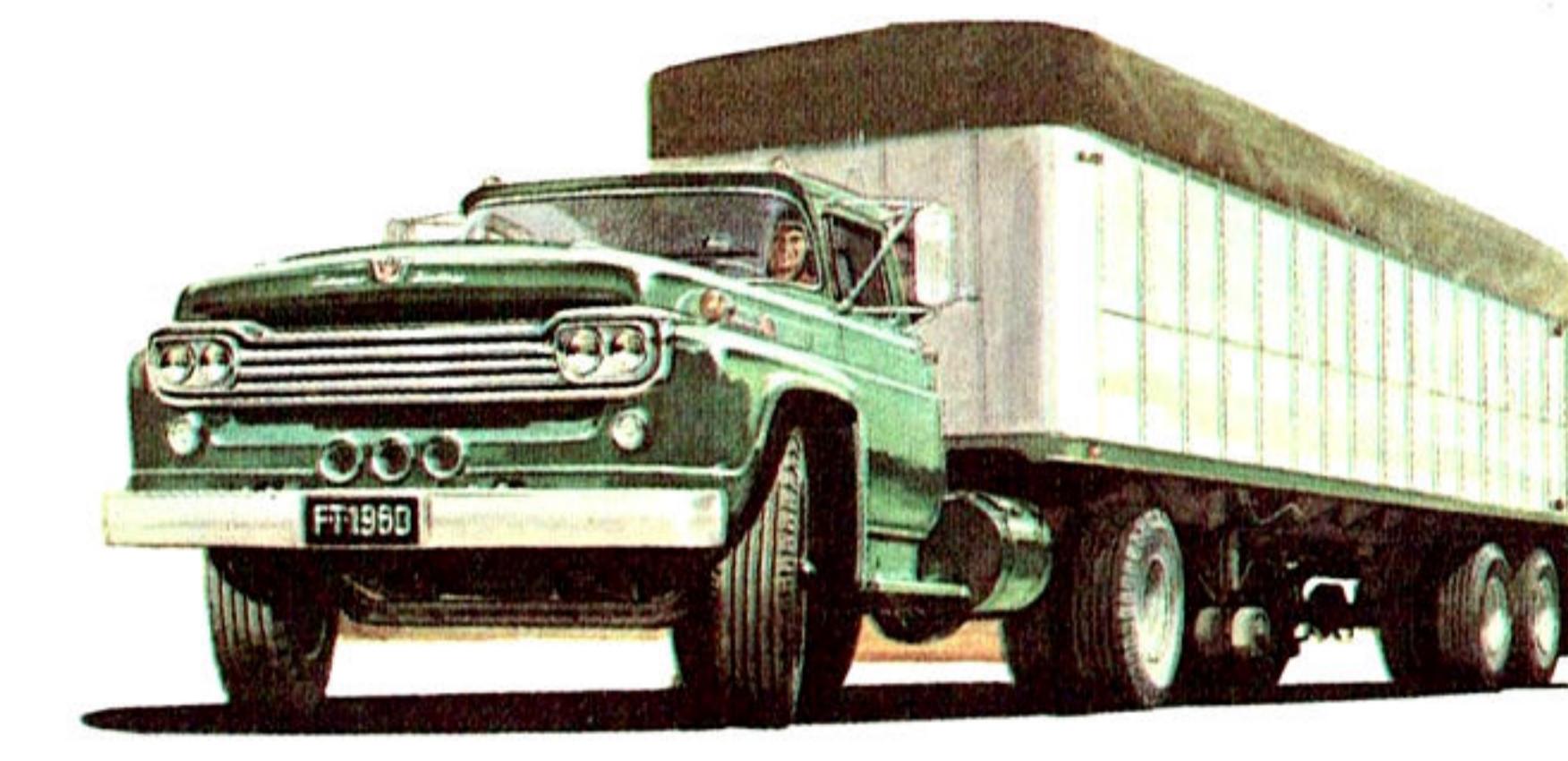
F-700



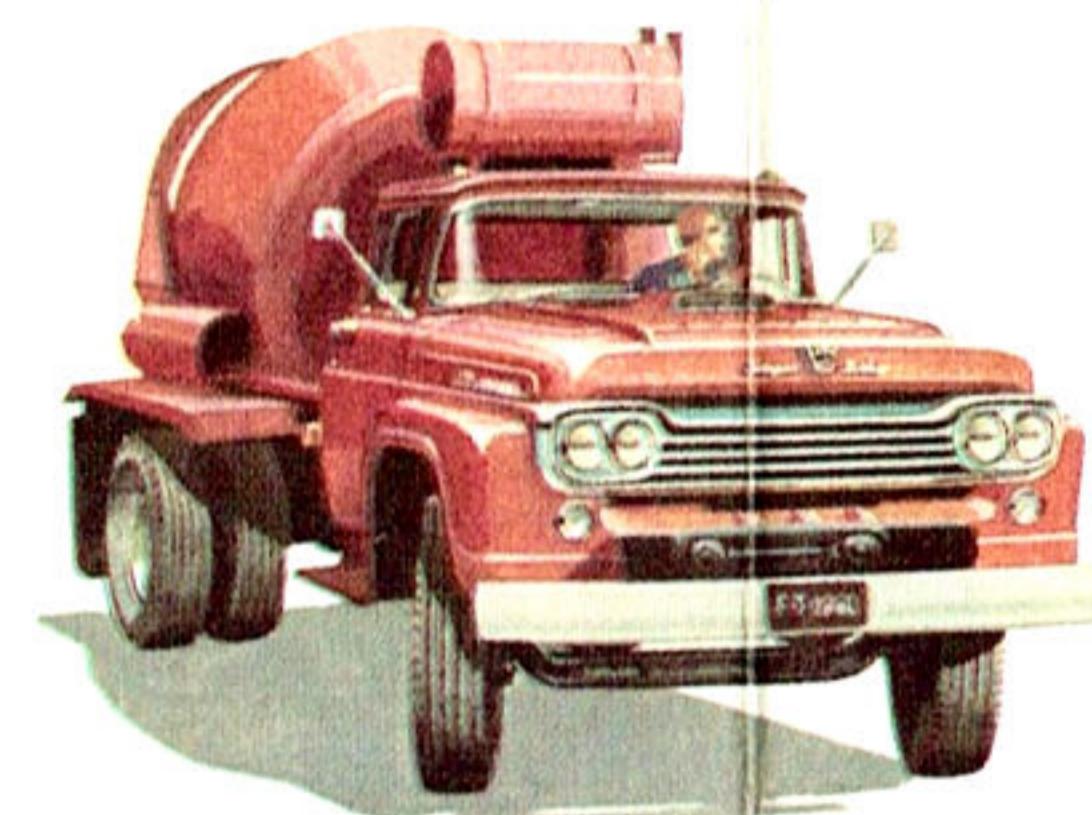
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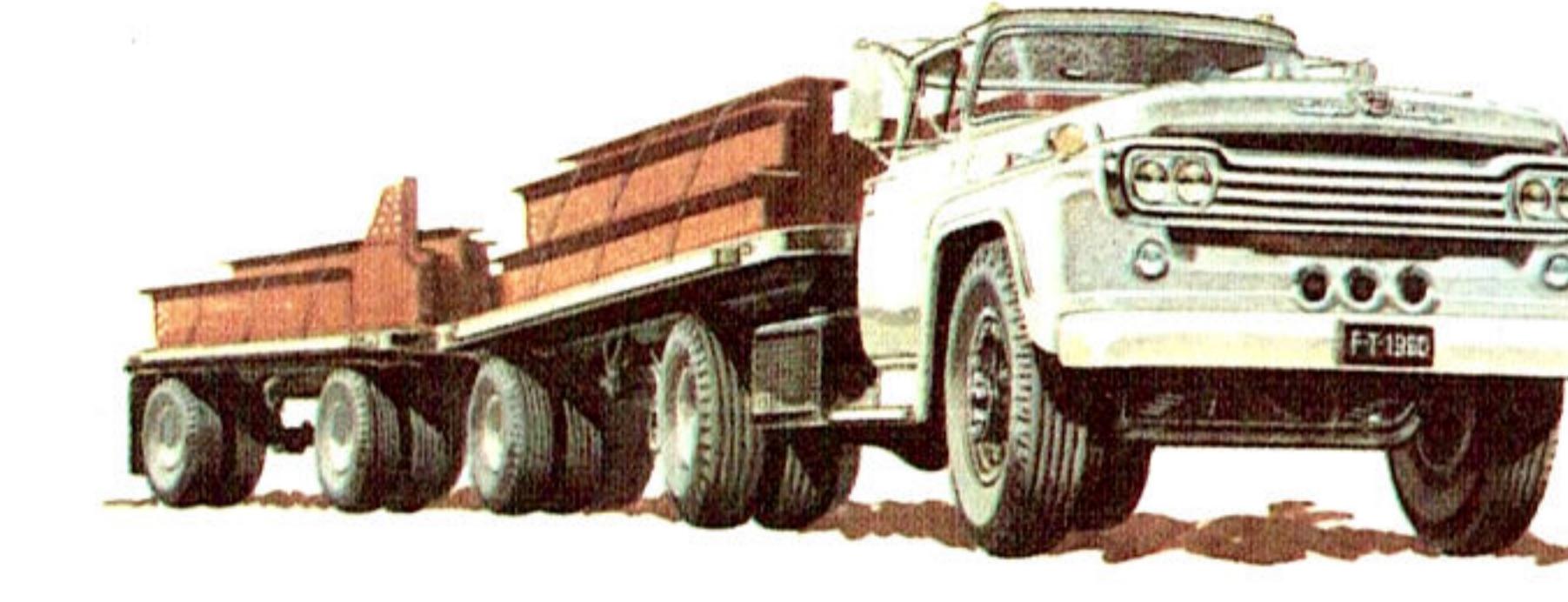
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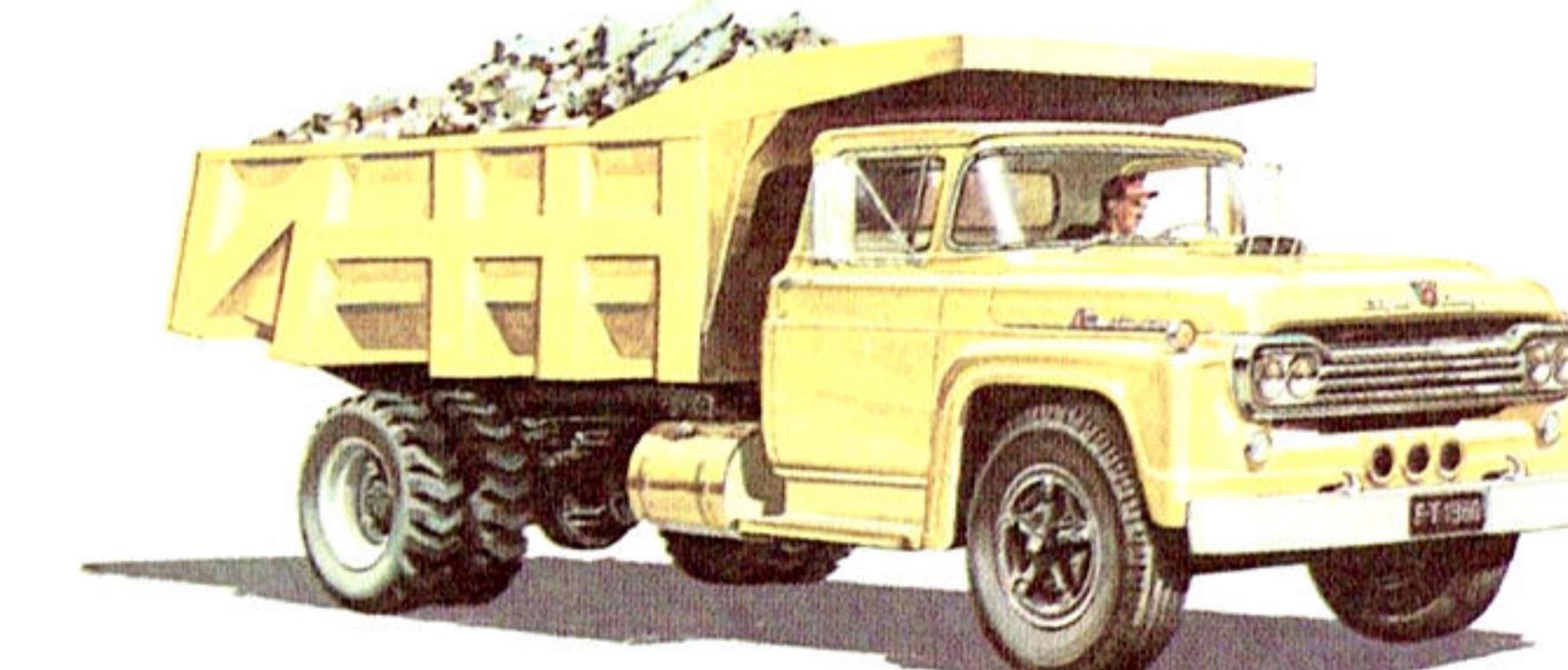
F-850



F-950

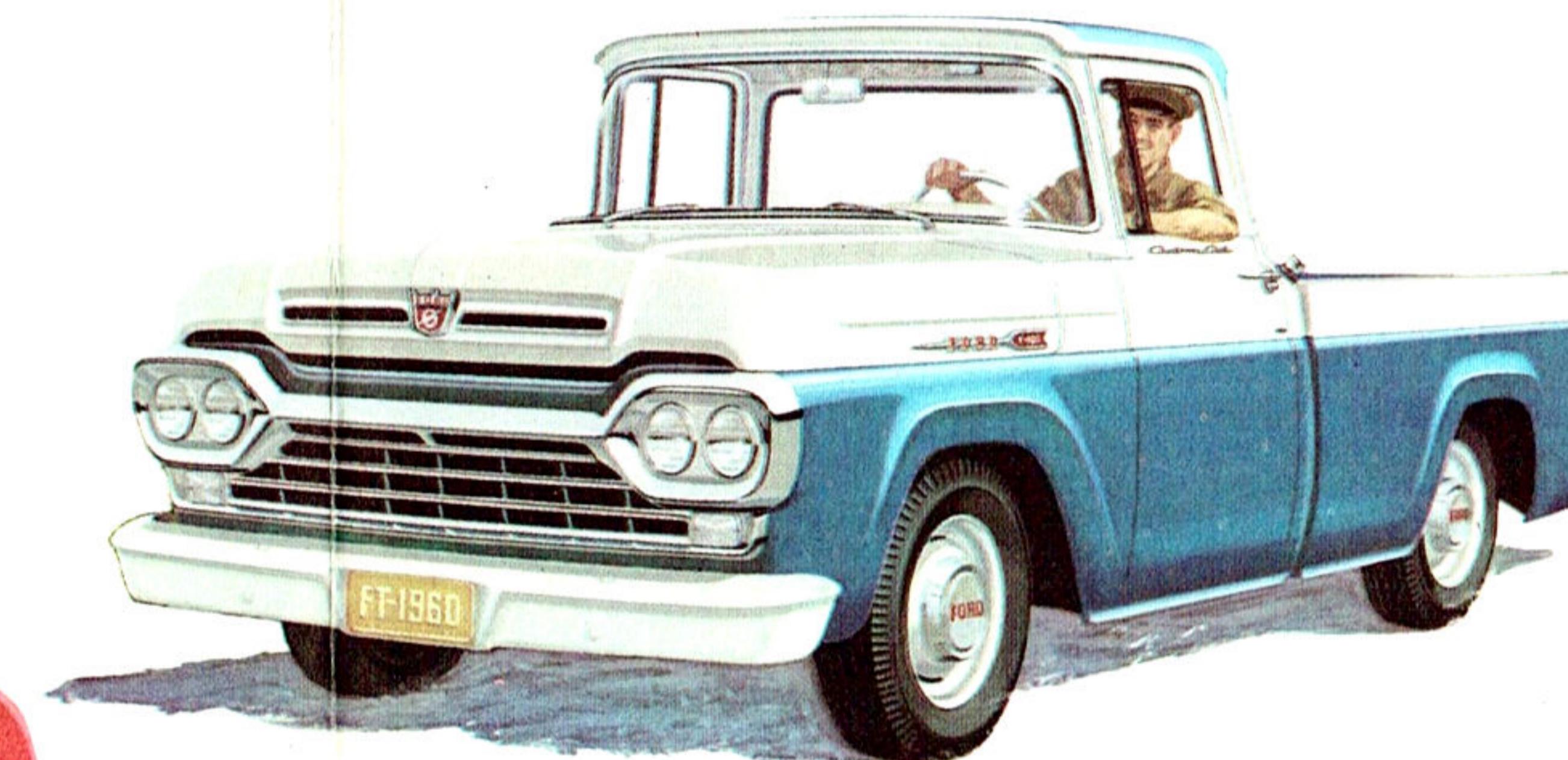


F-1000



F-1100

Conventional Series F-100 through F-1100—GVW 5,000 lb. to 36,000 lb.



F-100 STYLESIDE

The modern style leader—smooth riding, too! Available with 6½- or 8-ft. body. Payload allowance up to 1700 lb.

F-600 DUMP

Two-ton performance leader now available with optional 16,000-lb. rear axle for greater durability. Maximum GVW 21,000 lb.

F-100—America's value-packed half-ton Series. New heavier frame for 110" wheelbase units has 23.6% greater torsional rigidity. Improved brakes have 13% longer lining life and greater stability!

F-250—The cost-cutting three-quarter tonner that hauls more cargo for less. Payload and body allowance up to 4000 lb. Locking-type differential available for maximum traction.

F-350—Heavy Duty one-tonner is especially suited for custom-built bodies from 7½- to 9-feet in length. Available with single or dual rear tires.

F-500—Versatile 1½-tonner offers greater frame strength for '60 plus improved drive-line center bearing to make it even more of a standout performer in its field.

F-600—No other 2-tonner is so well qualified for tough assignments. Optional 6000-lb. front axle and 16,000-lb. rear axles provide heavy-duty truck durability at medium-duty truck prices. Brake improvements greatly increase lining life, give better performance.

F-700—Dependable hustler that takes on any job with an economy you never thought possible in so large a truck. Wide choice of engines, axles, brakes, tires and other optional equipment.

F-750—A work horse on any job, it's equally outstanding for its ability to stay on the job. Improved Short Stroke 302-cubic inch HD V-8 gives quick response plus excellent economy.

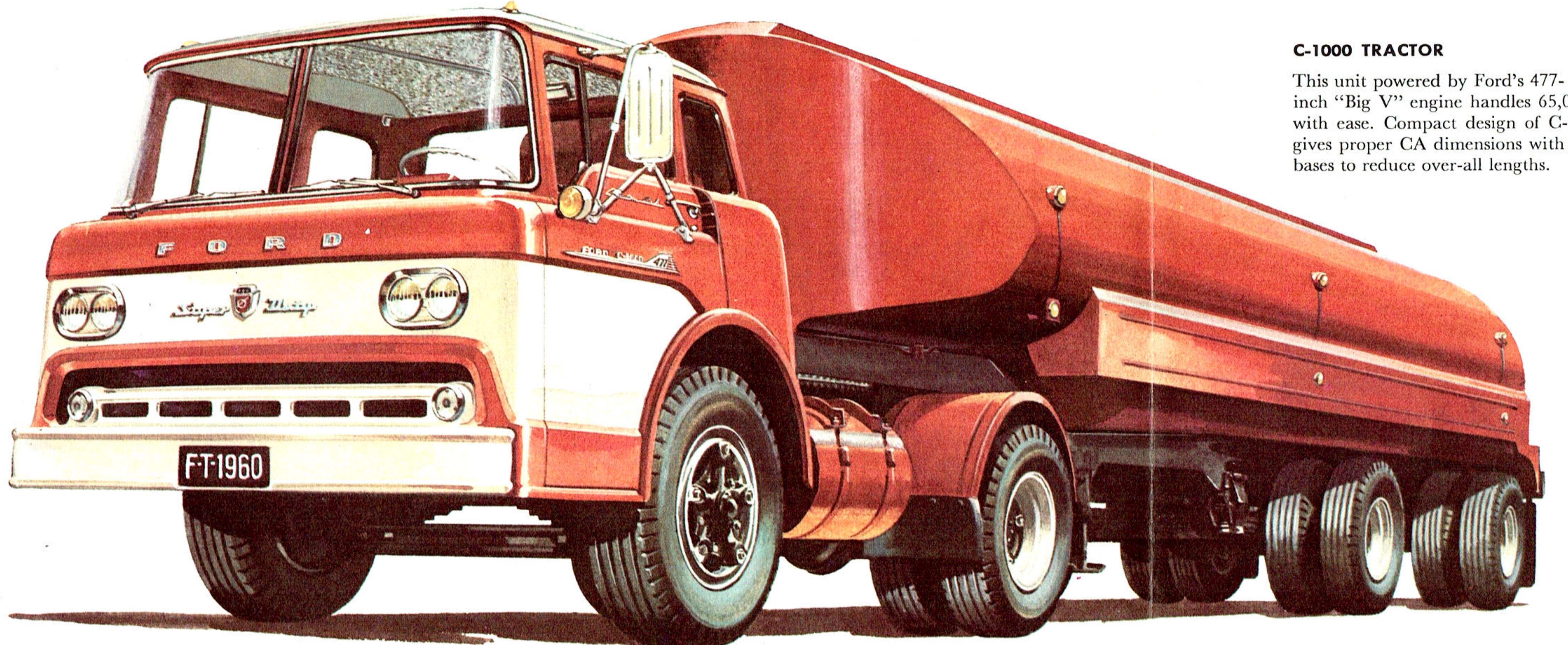
F-800—Outhauls everything in its field! New 21,000-lb. optional rear axle and more durable 332 HD V-8 team up to haul top payloads with ease.

F-850—The beginning of Ford's Super Duty line now available with optional 21,000-lb. rear axle. 401-cubic inch "Big V" engines have been refined to produce more torque at lower engine speeds and to improve fuel economy. Air-over-hydraulic brakes or full-air brakes are available for added flexibility in fitting these trucks to the job.

F-950—This modern, high-performance unit cuts costs and boosts earnings because it gets jobs done faster. Now available with 401- or 477-cubic inch "Big V" engines with either 2-barrel or 4-barrel carburetion and 22,000- or 23,000-lb. rear axles to custom-fit the truck to your job.

F-1000—Here is the shrewdest tractor investment in the extra-heavy-duty field. Powered with either the 477- or 534-cubic inch "Big V" engine plus a wide choice of durable chassis components to back them up—they'll make welcome profit-builders in any business.

F-1100—Biggest of Ford's Super Duty Conventionalsm—maximum GVW is 36,000 lb. Rear axle capacity of 29,000 lb. and heavy-duty frame make these models peak performers in severe off-highway operations.



C-1000 TRACTOR

This unit powered by Ford's 477- or 534-cubic inch "Big V" engine handles 65,000-lb. GCW with ease. Compact design of C-Series trucks gives proper CA dimensions with short wheelbases to reduce over-all lengths.

Tilt Cab Series C-550 through C-1100—GVW 18,000 lb. to 36,000 lb.



C-550—Improved 292-cubic inch V-8 engines make this popular 1½-tonner a real standout for efficient delivery service. GVW of 18,000 lb. permits payload and body allowance up to 12,400 lb.

C-600—Agile 2-tonner for solid value, solid performance. New 7,000-lb. front axle and 16,000-lb. rear axle options mean increased payloads plus longer life in all types of service.

C-700—Big truck capacity . . . small truck maneuverability and economy. New maximum GVW rating of 25,000 lb. and optional 18,500-lb. rear axle provide real heavy-duty capacity.

C-750—Makes loads seem lighter, trips shorter. Improved Short Stroke 302-cubic inch HD V-8 and new 18,500-lb. optional rear axle mean increased durability with GVW's up to 25,000 lb.

C-800—Here's real stamina, real earning power. More durable 332 HD V-8 with 21,000-lb. optional rear axle and wide choice of transmissions let you select the proper combination for your job.

C-850—Outstanding maneuverability makes tight turns into docks or alleys faster and easier—slices minutes off every stop. New optional two-barrel carburetor for 401 "Big V" engine is available for increased fuel economy.

C-950—A choice of four more durable "Big V" engines—plus a wide choice of durable chassis components to back them up—make this model a top performer in any service. Maximum GVW increased to 33,000 lb. with new 23,000-lb. optional rear axle, air brakes and other extra-capacity components.

C-1000—Ford's 534-cubic inch "Big V" engine now optional in this Series to pull 65,000-lb. GCW loads on schedule over all types of roads. New optional 29,000-lb. rear axle provides needed stamina for severe service.

C-1100—Peak payloads and maximum durability are obtained in this Series. 29,000-lb. rear axle and heavier frame are standard. Now available with 477- or 534-cubic inch "Big V" engine.

School Bus Series



The nation's school bus leader in safety, durability and economy! All Ford School Bus Safety Chassis meet or exceed every safety requirement of the N.E.A. Rugged deep-channel frames, strong front and rear axles, husky springs and heavy-duty type brakes all contribute to long-lasting, safer operation. Economical Short Stroke engines available are 223 Six, 292 V-8, 292 HD V-8 and 302 HD V-8. Four Series to accommodate bodies up to 66-passenger capacity.

Parcel Delivery Series



Outstanding P-Series performers provide unusual savings and handling ease in rugged multistop operation. Any custom body style from 250- to 525-cu. ft. capacity can be installed easily and quickly on Ford's rugged P-Series Chassis. Complete range of wheelbases for 7- to 14½-ft. bodies available. Body and payload allowance up to 11,225 pounds. Two modern Short Stroke engines for greatest economy—the 223 Six or the 292 V-8. HD 11-inch clutch is standard. HD Cruise-O-Matic transmission available. Available with windshield-front-end or stripped chassis.

Tandem Series T-700 through T-950 GVW 28,000 lb. to 51,000 lb.

T-700—Ford Tandem models are available in four wheelbases from 144" to 192". T-700 offers 292 or 302 HD V-8's to let you choose the engine you need for GVW's up to 33,000 lb.

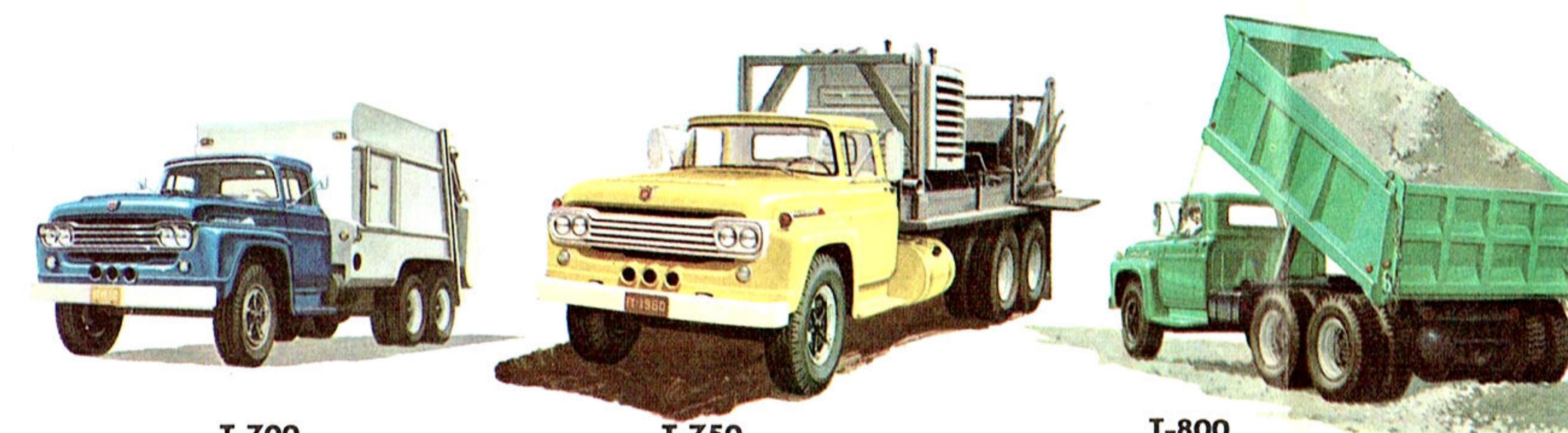
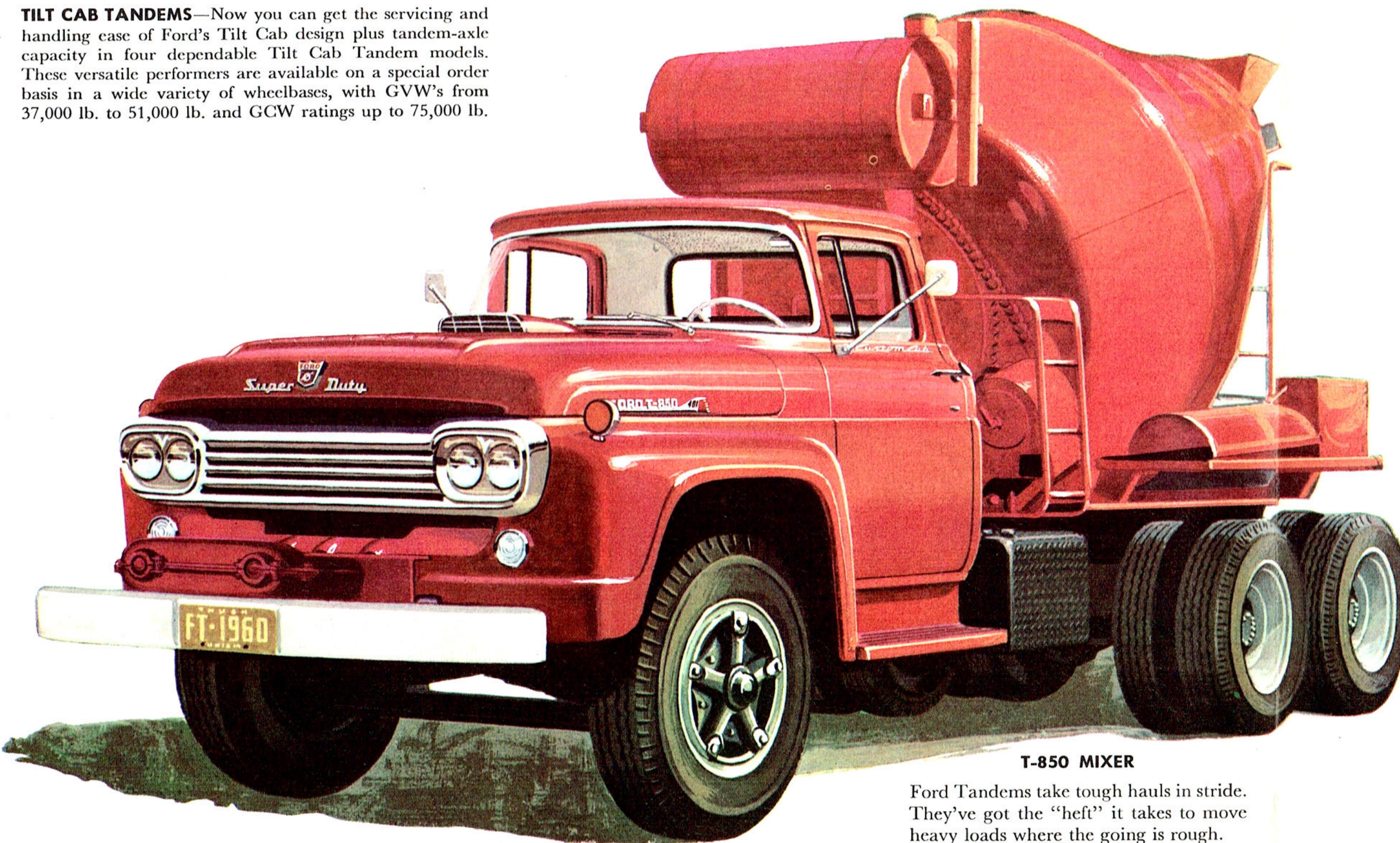
T-750—Ford T-750 models are available with a wide choice of chassis options for any kind of job with GVW up to 37,000 lb. Power steering is required with optional HD front axle.

T-800—Ford T-800's are built from the ground up for extra-heavy-duty work. Rated for GVW's up to 45,000 lb., every component has the superior strength and tough resistance required for severe road and load conditions.

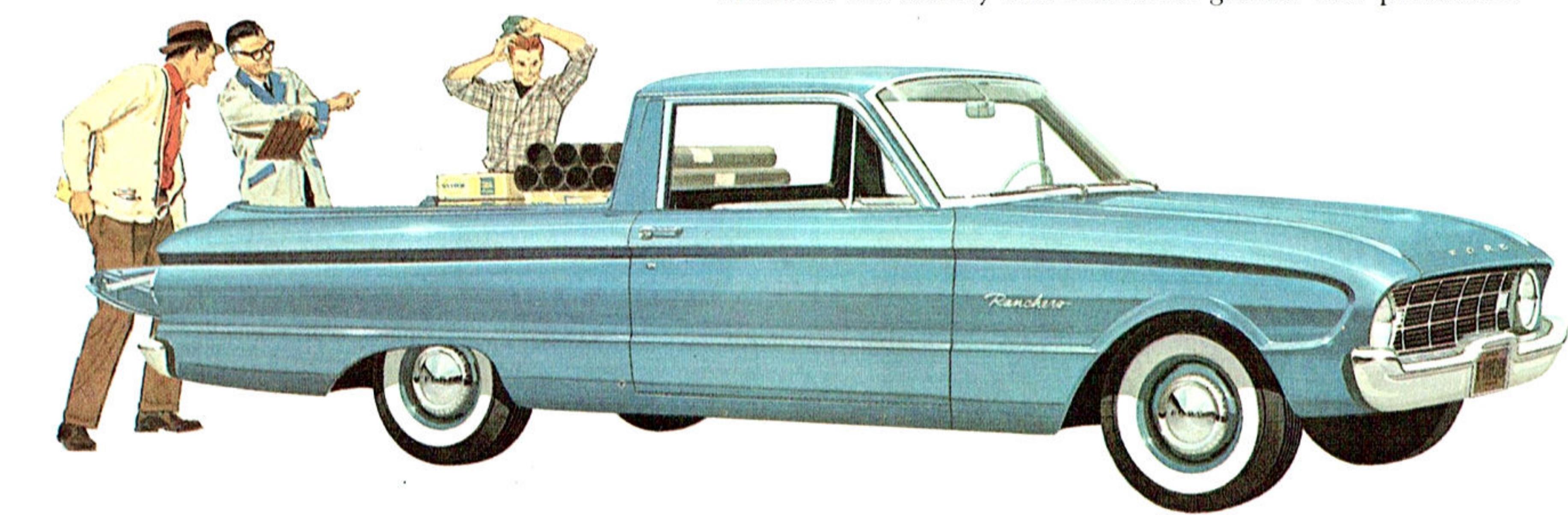
T-850—Ford T-850 models equipped for tractor service handle 70,000-lb. GCW loads with ease. Saddle-type, step-type and cylindrical fuel tanks with submerged electric fuel pumps are available. "Big V" engines range from 401- to 534-cubic inch displacement.

T-950—Ford T-950 Tandems offer big power reserves . . . with instant response and flexibility at all speeds for off-as well as on-the-road duty. Chassis components are loaded with stamina that pays off in lower costs. Maximum GVW is 51,000 lb., GCW 75,000 lb.

TIILT CAB TANDEM—Now you can get the servicing and handling ease of Ford's Tilt Cab design plus tandem-axle capacity in four dependable Tilt Cab Tandem models. These versatile performers are available on a special order basis in a wide variety of wheelbases, with GVW's from 37,000 lb. to 51,000 lb. and GCW ratings up to 75,000 lb.



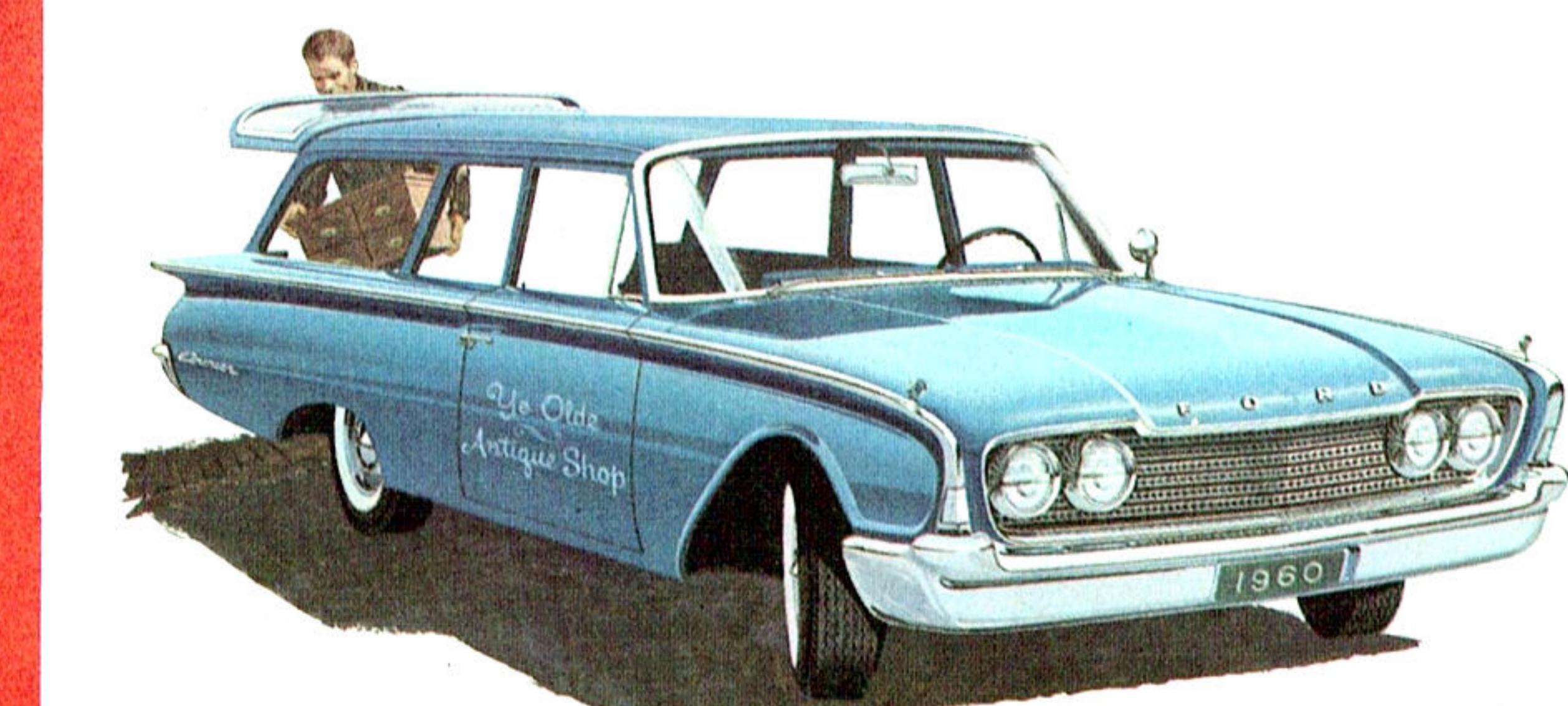
Falcon Ranchero



4-Wheel Drive

Ford 4 x 4's are available as $\frac{1}{2}$ - and $\frac{3}{4}$ -ton pickups and chassis-cabs plus a $\frac{3}{4}$ -ton stake. They're factory-engineered for extra stamina, and all Ford-built with your choice of economical Short Stroke power—Six or V-8.

There's new versatility too, with two power take-off points on transfer case to drive winches or other equipment. You shift smoothly between 2- and 4-wheel direct drives while moving.



Courier

There's smart style in every line of the '60 Ford Courier—from the bright new grille to the wider easy-opening tailgate. Loadspace is over 14 inches longer than last year and 3 inches wider for a whopping 97.4 cubic feet of loadspace behind the front seat. Floor is constructed of weather-seal treated plywood and all body joints are sealed for weather and dust protection.

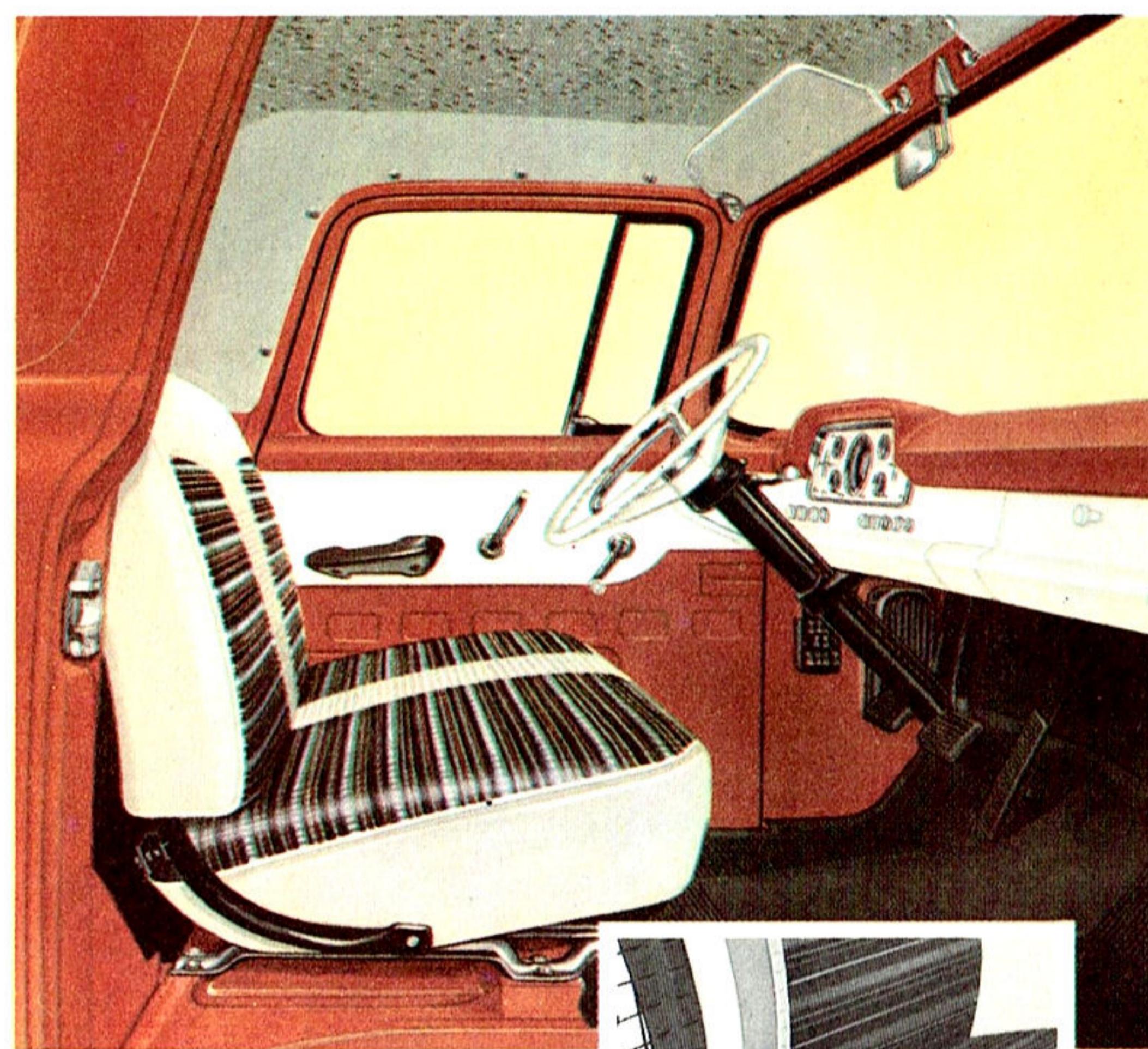
Ford's Falcon Ranchero provides the capacity, roadability, power, safety and comfort to meet most pickup requirements. Big 31-cubic foot box is about 25 inches from floor to ground, and tailgate drops level to facilitate loading. New 90-horsepower Falcon Six delivers up to 30 mpg on the highway. Single-unit construction of frame and body gives maximum rigidity with minimum weight. Main structural underbody members are heavily zinc-coated for greater rust protection.

Ford Driverized Cabs offer new comfort and durability

Ford Driverized Cabs for '60 are big, attractive, easy riding and durable. There's almost 59 inches of shoulder room for three-man riding comfort. And the big 1020-sq. in. full-wrap windshield provides full-vision safety. Hi-Dri all-weather ventilation keeps the interior dry, fresh and comfortable.

Ford's suspended pedals, that eliminate toeboard holes, and new door weather seals banish uncomfortable drafts and dirt. New inboard supports for the sun visor reduce annoying vibrations.

Ford's new nylon-rayon-saran standard seat upholstery is more comfortable and longer wearing. The fabric breathes better and is cooler in the summer. And Ford's formed wire springs minimize seat sagging, provide a fine ride. For extreme wear conditions, a heavy-duty vinyl seat trim is optional.

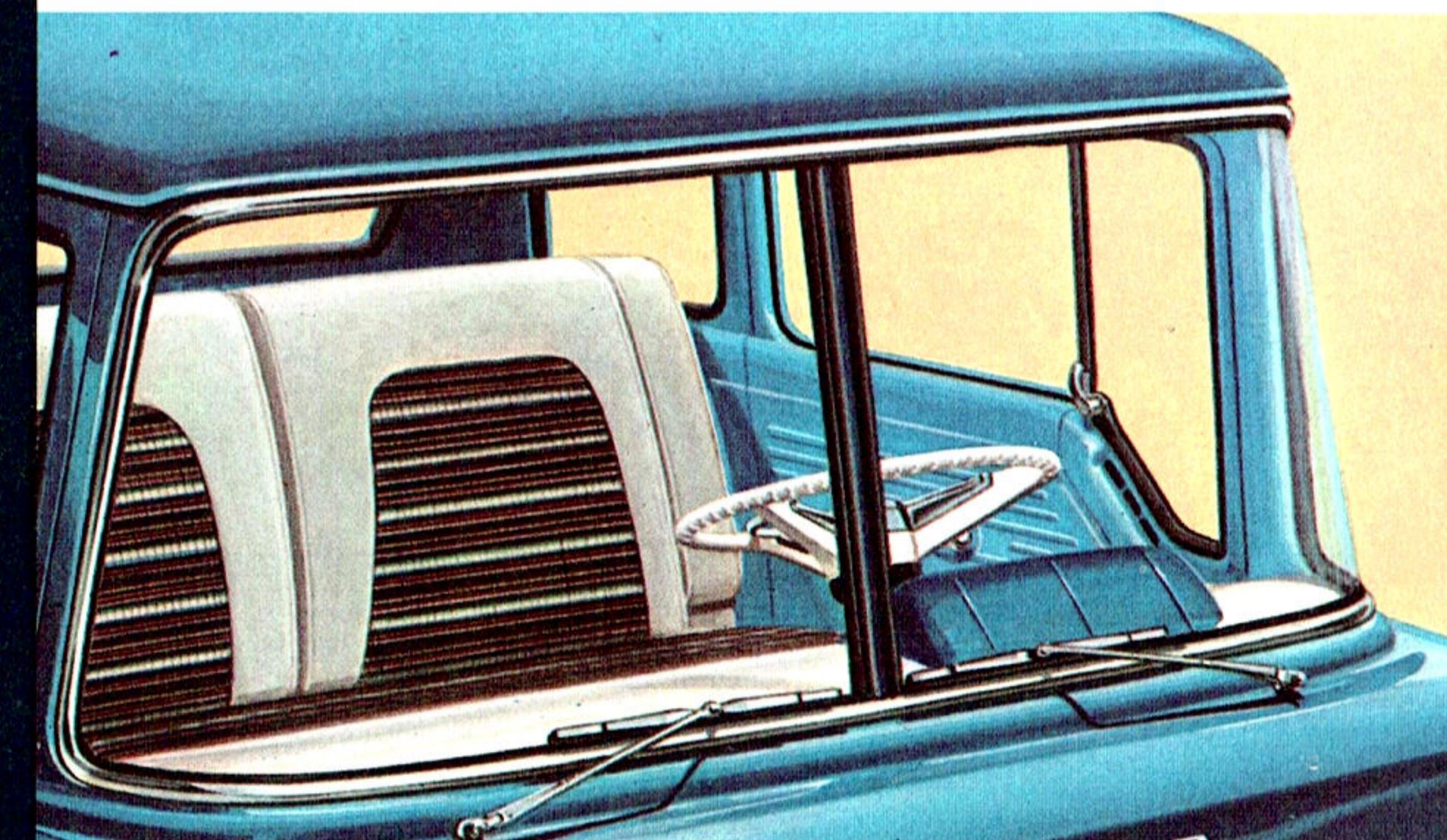


Here's the new Ford Custom Cab for real comfort and driving ease. The seat has five soft inches of resilient foam rubber, with 1 3/4 inches in the seat back. And there's pleasing two-color styling on the instrument and door panels—easy to read, chrome-trimmed instrument cluster—convenient horn ring on the steering wheel—and a whole host of extra-value features.

Spacious Ford Tilt Cabs are tops for handling ease, riding comfort

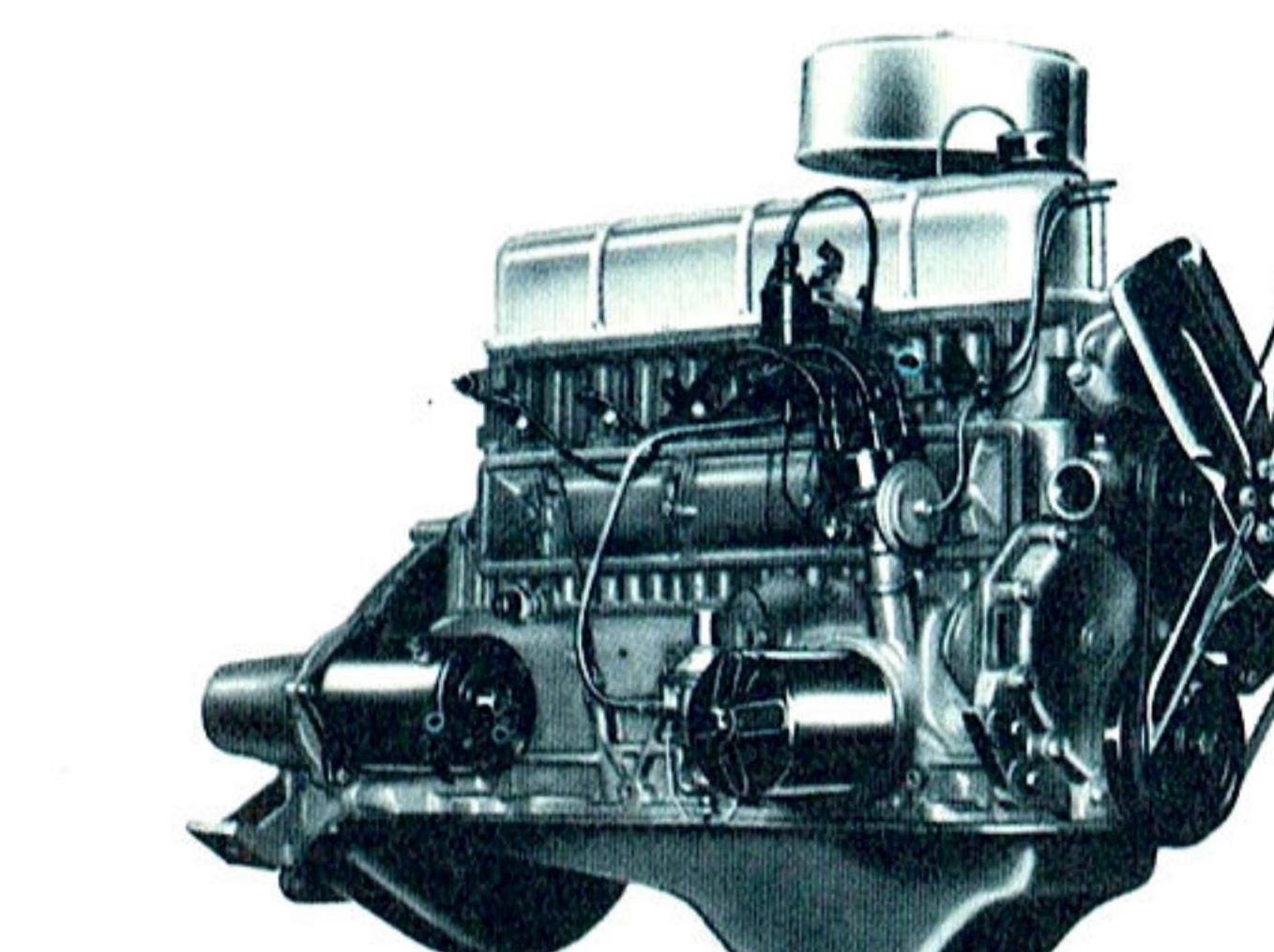
Ford Driverized Tilt Cabs provide exceptional visibility, convenience and comfort. The huge 1,683-square inch, two-piece windshield wraps around at sides for a wide-open view. Ford's fine ventilation system brings in volume-controlled fresh, clean air.

A convenient inboard step and large door opening make it easy to get in and out. And there's plenty of interior room for the huskiest drivers and helpers. New accelerator pedal angle provides a more comfortable foot position. The seat back is 1 3/4-2 1/2 type and the 2 1/2 side tilts forward for access to engine, water and oil fillers.

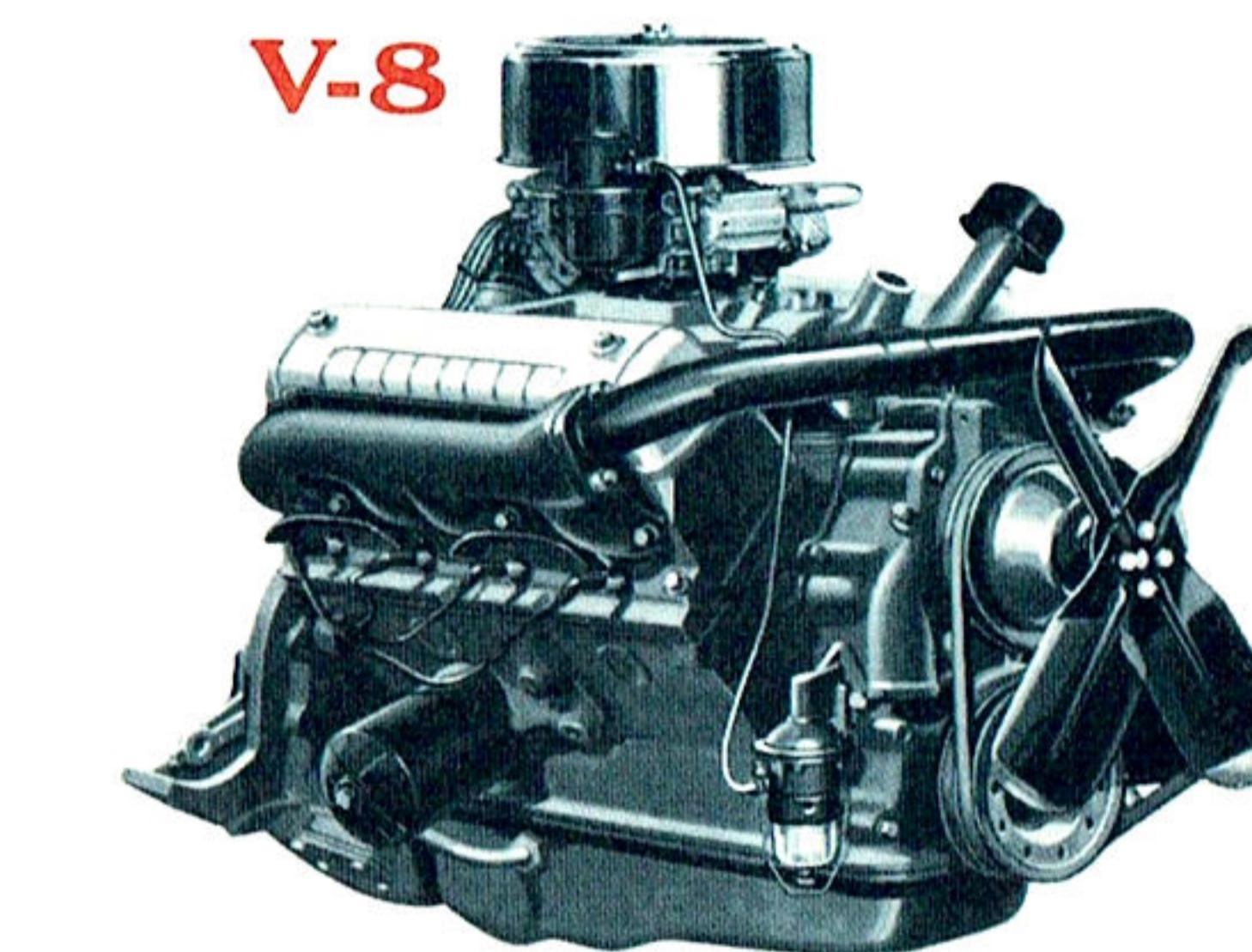


Here's the new Ford Custom Tilt Cab for solid comfort and exceptional driving ease. The cab that gives the driver a real incentive to do his best work. There's handsome, new two-color styling on the instrument panel. New easy-to-read, chrome-trimmed instrument cluster, also convenient horn ring on the steering wheel. Fold-down arm rest on driver's side (also available for the Standard Tilt Cab) combines with full foam rubber seat to offer luxurious comfort.

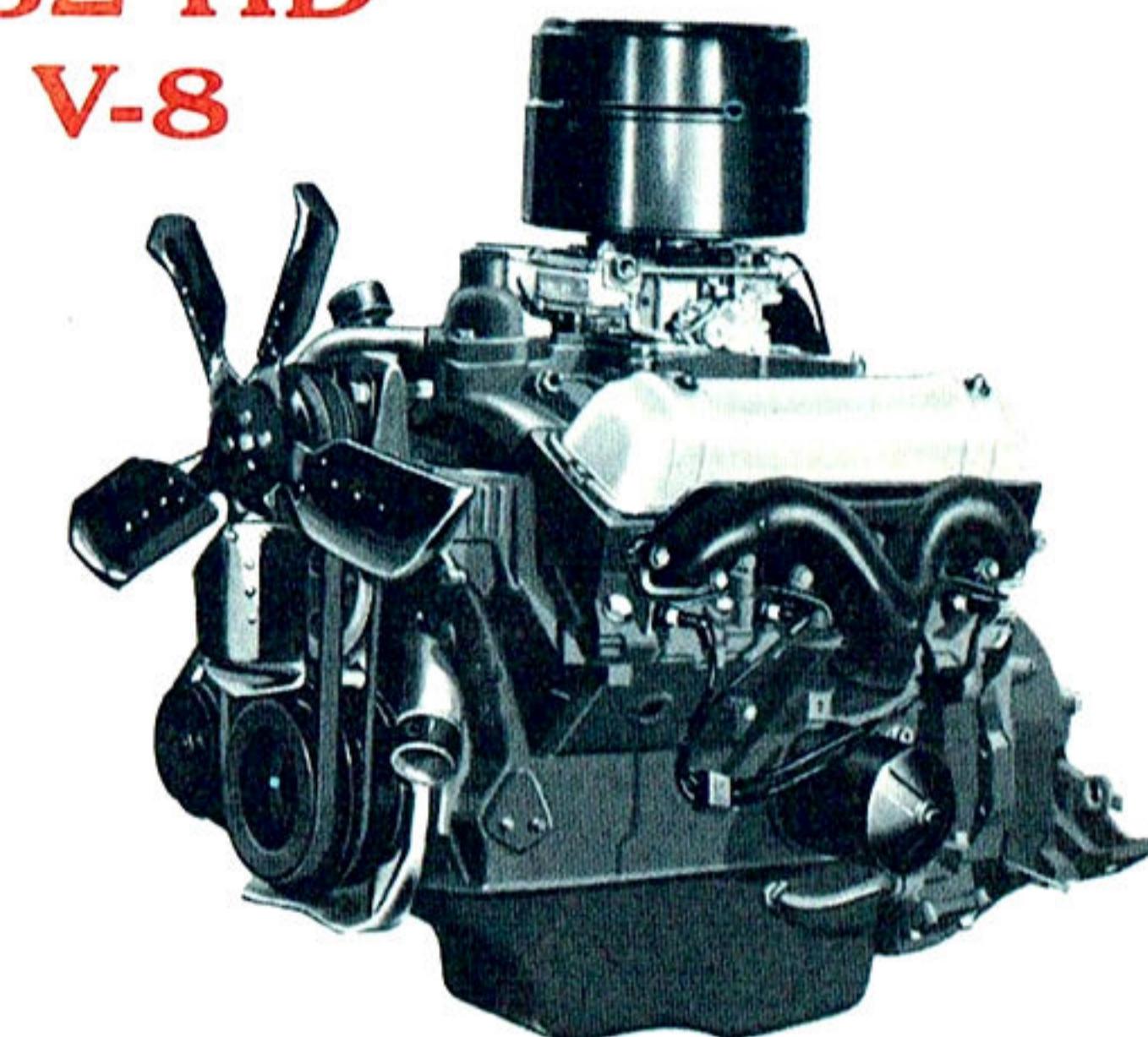
Modern Ford Short Stroke Engines



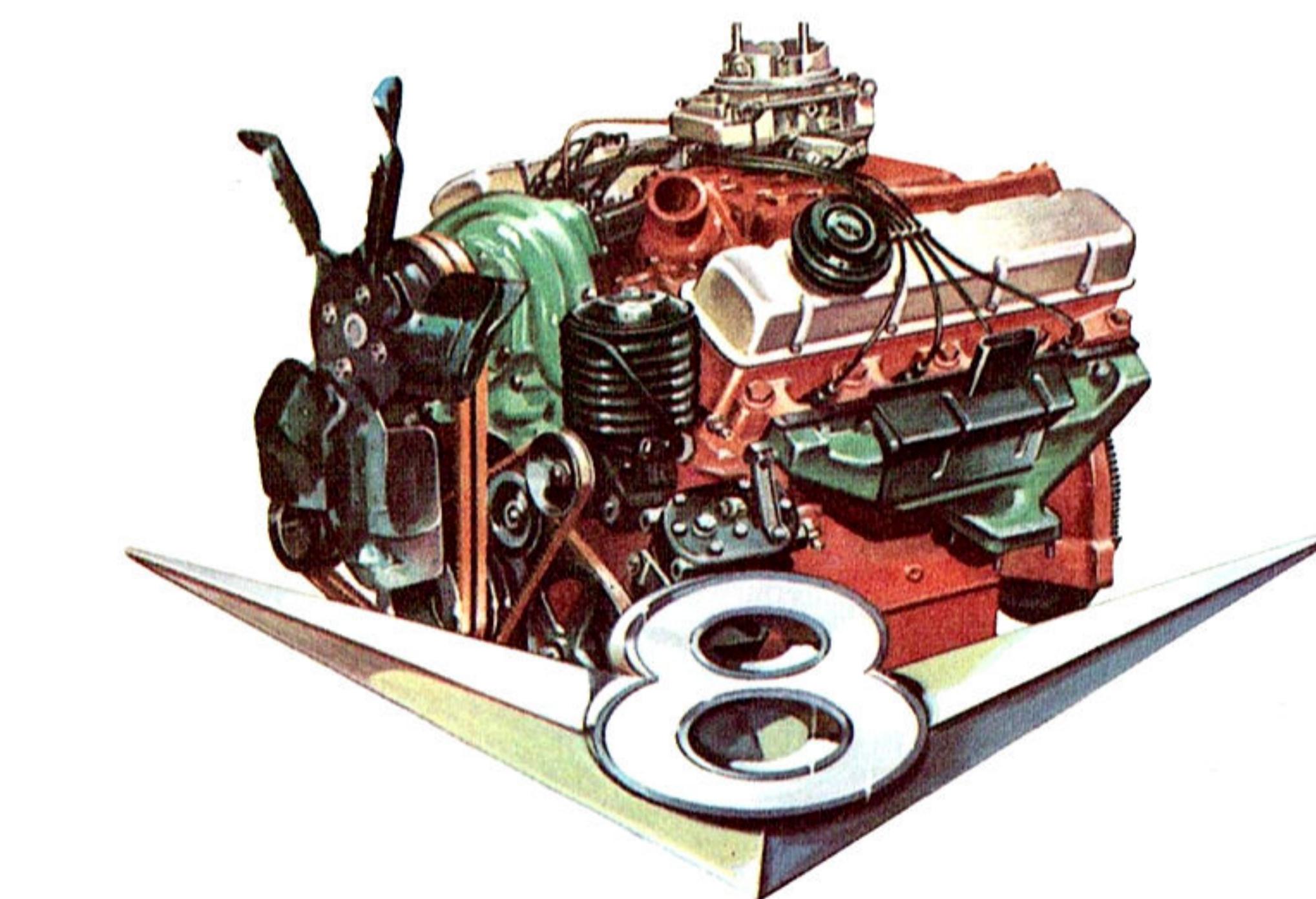
**292 HD
V-8**



**332 HD
V-8**



223 SIX



534 SD V-8

ENGINE	223 SIX	292 V-8	292 HD V-8	302 HD V-8	332 HD V-8	401 SD V-8	477 SD V-8	534 SD V-8
Bore (in.) x Stroke (in.)	3.62 x 3.60	3.75 x 3.30	3.75 x 3.30	3.62 x 3.66	3.80 x 3.66	4.12 x 3.75	4.50 x 3.75	4.50 x 4.20
Carburetor	1-barrel	2-barrel	4-barrel	4-barrel	4-barrel	4-barrel	2-barrel	4-barrel
Horsepower (at rpm)								
Maximum	139 @ 4200	172 @ 4000	180 @ 4000	194 @ 3800	205 @ 3800	220 @ 3600	208 @ 3600	257 @ 3400
Net	126 @ 4000	146 @ 3800	155 @ 3800	170 @ 3600	180 @ 3600	192 @ 3400	182 @ 3400	222 @ 3200
Torque (lbs-ft at rpm)								
Maximum	203 @ 2000-2600	270 @ 2000-2600	274 @ 2000-2800	290 @ 2600	312 @ 2600	345 @ 2000-2600	338 @ 1600-2200	420 @ 2000-2600
Net	192 @ 1600-2500	254 @ 1900-2400	260 @ 1900-2400	270 @ 2400	290 @ 2400	328 @ 1800-2400	310 @ 1800-2200	395 @ 1800-2400
Compression Ratios (to 1)	8.1	7.9	7.6	7.6	7.6	7.5	7.5	7.5

and durability. Additional Ford features like Deep-Block design, free-turn valves, high-turbulence combustion chambers, aluminum-alloy pistons with chrome-plated top rings, precision-molded alloy crankshaft and high-lift camshaft all combine to deliver top power more economically, over a longer period of time, for greater dependability.

Plus the Dependable "Over-Square" Big V's

Now Ford offers five modern Super Duty V-8 engines that are the biggest, most durable truck engines Ford has ever produced! These big "over-square" V-8's provide the tremendous power you need for top performance . . . the long-lasting stamina required for sustained operation.

Ford's new "Big V's" offer displacement up to 534 cu. in., torque up to 481 lbs-ft and horsepower up to 270! They feature thermostatically controlled radiator shutters, deep-block construction, externally balanced crankshaft, oil cooler, 3-stage cooling, sodium-cooled exhaust valves, positive valve rotators and valve seat inserts for greater durability and more dependable engine operation.

Whatever your job . . . there's a Ford Truck to fit your needs!

LIGHT DUTY CONVENTIONAL "F" SERIES

SERIES	MAX. GVW (LBS.)	ENGINES AVAILABLE	WHEELBASES (IN.)	PICKUPS ¹	PANEL	STAKE	PLAT. FORM	CHASSIS-CAB (CA)	CHASSIS-WDSH'D (CLA)	CHASSIS-COWL (CLA)
F-100	5000	139-hp 30V 172-hp V-8	118	6'6"	7'6"	6'6"	6'6"	40.5"	82.2"	82.2"
F-100 4-Wheel Drive	5600	139-hp 30V 172-hp V-8	118	8'				48.5"		
F-250	7400	139-hp 30X 172-hp V-8	118	8'	7'6"	7'6"	48.5"	90.2"	90.2"	
F-250 4-Wheel Drive	7400	139-hp 30X 172-hp V-8	118	8'	7'6"	7'6"	48.5"			
F-350	9800 ²	139-hp 30X 172-hp V-8	120	9'	9'	9'	60.5"	102.2"	102.2"	

MEDIUM DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WHEELBASES (IN.)	STAKE	PLAT. FORM	CHASSIS-CAB (CA)	CHASSIS-WDSH'D (CLA)	CHASSIS-COWL (CLA)
F-500	15000	25000*	139-hp 30X 185-hp HD V-8	130	9'	9'	60.5"	102.2"	102.2"
F-400	15000	25000*	139-hp 30X 172-hp V-8 210-hp HD V-8	154	12'	12'	84.5"	126.2"	126.2"
F-400	15000	25000*	139-hp 30X 172-hp V-8 210-hp HD V-8	154	12'	12'	84.5"	126.2"	126.2"
C-550	18000	26000	172-hp V-8 185-hp HD V-8	111	12'	12'	84"	105.2"	105.2"
C-600	18500*	32000	172-hp V-8 185-hp HD V-8	111			84"	105.2"	105.2"

PARCEL DELIVERY "P" SERIES

SERIES	MAX. GVW (LBS.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-WDSH'D FRONT END ³	STRIPPED-CHASSIS ⁴
P-350	8000	139-hp 30X 172-hp V-8	104	87.5"	81.2"
P-400	10000	139-hp 30X 172-hp V-8	122	105.5"	99.2"
P-500	15000	139-hp 30X 172-hp V-8	137	120.5"	114.0"
P-600 (Special Order)	17700	139-hp 30X 172-hp V-8 180-hp HD V-8	137	120.5"	114.0"
			154	131.5"	131.0"

¹Styrene or Fiberglass Body (F-Series).

²Optional V-8.

³Back of Cab to \leq Rear Axle.

⁴Back of Cab to \leq Rear Axle.

⁵Dual Rear Tires Required. N.A. on Pickup.

HEAVY DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	
F-700	21000	29000*	36000	172-hp HD V-8	132	60.5"	102.2"	C-700	21000	35000	157-hp HD V-8	39	72"
F-750	22000	34000	42000	194-hp HD V-8	136	72.5"	114.2"	C-750	22000	42000	194-hp HD V-8	111	84"
F-800	23000	36000	50000	205-hp HD V-8	132	103.5"	145.2"	C-800	23000	50000	205-hp HD V-8	135	108"

SUPER DUTY CONVENTIONAL "F" and TILT CAB "C" SERIES

SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	CHASSIS-COWL (CLA)	SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WB (IN.)	CHASSIS-CAB (CA)	
F-850	25000	37000	50000	206-hp SD V-8	132	60.5"	102.2"	C-850	27000	50000	206-hp SD V-8	93*	72"
F-950	27000	55000	60000	226-hp SD V-8	144	72.5"	114.2"	C-950	30000	55000	226-hp SD V-8	111	84"
F-1000	31000	63000	65000	235-hp SD V-8	144	103.5"	145.2"	C-1000	31000	63000	235-hp SD V-8	135	108"
F-1100	36000	75000	75000	246-hp SD V-8	142	120.5"	162.2"	C-1100	36000	75000	246-hp SD V-8	153	126"

TANDEM AXLE "T" SERIES

Tilt Cab Tandems are available on Special Order

SERIES	MAX. GVW (LBS.)	MAX. GCW (LBS.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-CAB (CA)	
T-700	28000	29000*	32000	180-hp HD V-8 194-hp HD V-8		
T-750	35000	35000	35000	205-hp HD V-8	144"	72.5"
T-800	43000	45000*	45000	205-hp HD V-8	156	84.5"
T-850	37000	50000	50000	206-hp SD V-8 226-hp SD V-8 235-hp SD V-8	175	103.5"
T-950	46000	60000	75000	216-hp SD V-8 226-hp SD V-8 235-hp SD V-8 270-hp SD V-8	192	126.5"

SCHOOL BUS "B" SERIES

SERIES	CAPACITY RANGE	MAX. GVW (LBS.)	ENGINES AVAILABLE	WHEELBASES (IN.)	CHASSIS-COWL (CLA)
B-500	UP TO 36 PASS.	15000	139-hp SD V-8 180-hp SD V-8	154	126.2"
B-600	UP TO 48 PASS.	17000	139-hp SD V-8 194-hp HD V-8	162	146.2"
B-700	UP TO 60 PASS.	20000	172-hp V-8 180-hp HD V-8	175	215.2"
B-750	UP TO 66 PASS.	23000	194-hp HD V-8	245	215.2"

¹Optional GVW or GCW. Requires Heavy Duty Equipment.

²Rating with optional 25,000-lb. Rear Axle.

³Door Pillar to \leq Rear Axle.

⁴Steering Wheel to \leq Axle.

⁵N.A. F-1100. ⁶N.A. C-1100. ⁷N.A. T-950.

FORD TRUCKS COST LESS . . . Less to own . . . Less to run . . . Built to last longer, too!



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