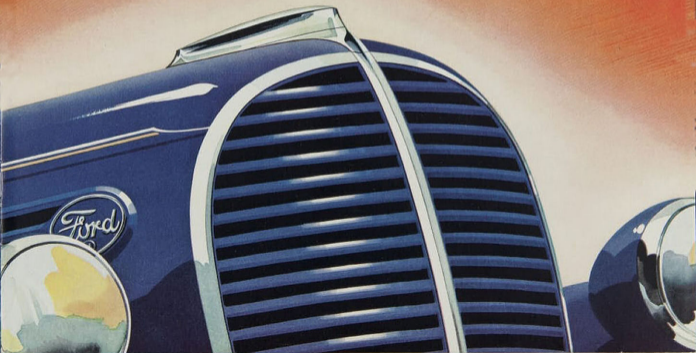
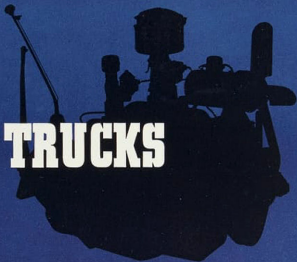


1939 FORD V-8 TRUCKS



1939 FORD V-8 TRUCKS



BUILT TO DO MORE WORK IN LESS TIME AT LOWER
COST . . . OVER A WIDER RANGE OF TRUCK OPERATIONS

The 1939 Ford V-8 Trucks climax twenty-one years of Ford truck-building experience. Today practically every hauling and delivery requirement can be met with these new units. They are designed to give you the best possible service with the greatest economy. And Ford economy means over-all economy—delivering more loads in shorter time . . . covering more miles per day at reduced operating and maintenance costs all along the line.

This year there is a *new* 95 Hp Engine which, in addition to the improved "85" and "60" offers a wider range of V-8 performance. Hydraulic brakes are *new*—built to the high Ford standards of safety and performance for positive, straight-line stops with easy pedal pressure.

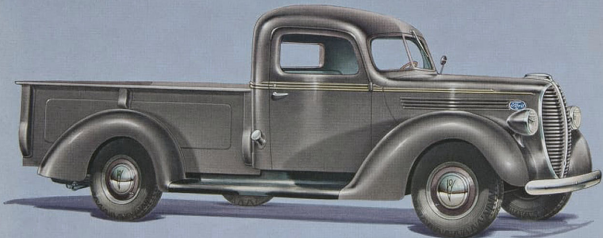
In addition to these advances and other improvements in the 1939 line there are the time-tested Ford features which have long been a mark of Ford economy and reliability. Rugged frames that stand up under the hardest use. Semi-centrifugal clutches—one of the most dependable types for truck service. Full-floating rear axles with all the load carried on the housing—none on the axle shafts. Full torque-tube drives that relieve rear springs of driving and braking stresses. Straddle-mounted driving pinions for greater power-transmitting efficiency. Worm and roller steering for easier handling. All these are earmarks of a *good* truck.

There are thirty-six body and chassis types in six wheelbases. They are the greatest values in Ford history. Compare them feature for feature with any other truck. Know the difference before you spend another truck dollar. A Ford V-8 truck on your job may mean the difference between profit and loss.

THE **ONE TONNER**

122-IN. WHEELBASE—85 or 60 HP ENGINE

Ford V-8 One-Ton Trucks were introduced last year. They brought to the one-ton field the same ability to do more work in less time that the larger Ford V-8 Trucks brought to heavier duty jobs. In the One-Tonner you can again choose between the 85 and 60 hp engines—both improved for 1939—and be surer than ever of getting the most economical power plant for your job. Other advances have been made this year. New powerful hydraulic brakes give quick, straight-line stops with light pedal pressure. The clutch is improved. The front end is newly styled. Body and chassis construction of the One-Tonners is exceptionally strong and sturdy. This truck is a real profit-maker for operations in the field between the Ford Commercial Cars and the bigger Ford Trucks.



EXPRESS A popular choice, because it covers such a wide range of needs. Extra large load capacity—96 inches long, 54 inches wide, 21.5 inches to top of flareboards. Sockets are provided in flareboards for sideboards or top. Extra strength features: Rounded section corner posts, rolled edges on flare-

boards and tail gate, reinforced front and side panels. The hardwood floor planks are interlocked by steel skid strips. An adjustable tie chain for use across tail gate opening when sideboard extensions are used with bulk loads, oversize tires and other special equipment optional at low extra cost.



Express has drop chain locking links which clamp body sides to closed tail gate for extra support.



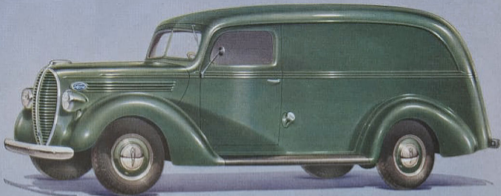
To prevent damage when backing into loading docks, the ends of the body sills on Stake and Platform units are protected by steel caps, riveted to frame rail, bolted to sills.



Welded one-piece channel steel frame insures tight-fitting rear doors which are weatherstripped.

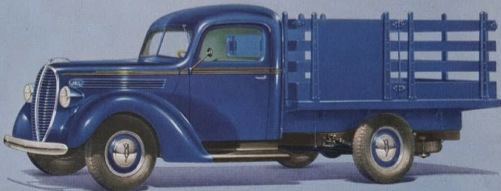


Chassis with Cab (top), and Driveway Chassis also available with 122-inch wheelbase.



PANEL Smart styling that brings prestige to its owner. A Ford-designed welded all-steel body, built for lasting service. Panel sides double-sealed at floor with felt and rubber. Welded, reinforced channel steel frame main-

tains alignment of rubber-sealed rear doors. Load length 107.25 inches, at floor; width 55.5 inches; height 55.25 inches. Rear opening 46.25 inches wide, 46.5 inches high. Oversize tires and other special equipment at extra cost.

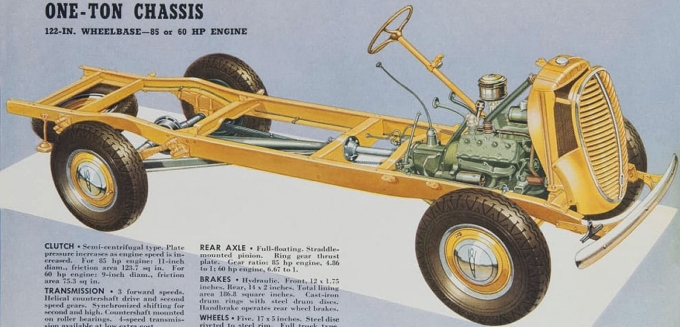


STAKE AND PLATFORM A sturdier dual-purpose truck than you'd expect to find in the one-ton range. Hardwood floor planking bolted to bridge-type steel framework makes this body exceptionally strong.

Stake rack built of hardwood with sturdy stakes. Forward section on each side is hinged to swing out for easy loading. Load length 90 inches, width 74 inches. Stakes 39 inches high. Oversize tires and special equipment are extra.

ONE-TON CHASSIS

122-IN. WHEELBASE—85 or 60 HP ENGINE



CLUTCH • Semi-centrifugal type. Plate pressure increases as engine speed is increased. For 85 hp engine: 11-inch diam., friction area 123.7 sq in. For 60 hp engine: 9-inch diam., friction area 75.3 sq in.

TRANSMISSION • 3 forward speeds. Helical countershaft drive and second speed gears. Synchronized shifting for second and high. Countershaft mounted on roller bearings. 4-speed transmission available at low extra cost.

UNIVERSAL JOINTS • Hardened and ground spider pins and bearing bushings.

FRAME • High carbon frame steel. 6 cross members. Frame width 34 inches. Side members: length 183.56 inches, depth 6 inches, width 2.25 inches, thickness 0.19 inch. Main cross member depth 12.62 inches.

FRONT AXLE • Heat treated alloy steel.
SPRINGS • Chrome alloy steel. Front: transverse type, length 40.25 inches, width 2 inches. Rear: semi-elliptic type, length 45 inches, width 12.25 inches.

SHOCK ABSORBERS • Double-acting, adjustable hydraulic on front.

STEERING • Worm and roller. Ratio 18.2 to 1. 17-inch steering wheel.

REAR AXLE • Full-floating. Straddle-mounted pinion. Ring gear thrust plate. Gear ratio: 85 hp engine, 4.26 to 1; 60 hp engine, 6.67 to 1.

BRAKES • Hydraulic. Front, 12 x 1.75 inches. Rear, 14 x 2 inches. Total lining area 136.5 square inches. Cast-iron drum rings with steel drum discs. Handbrake operates rear wheel brakes.

WHEELS • Five. 17 x 5 inches. Steel disc riveted to steel rim. Full track type.

TIRES • Five. Front 6.00-17, 6-ply. Rear (and spare) 7.00-17, 6-ply. Oversize tires at low extra cost.

TREAD • Front 55.75 inches. Rear 57 inches.

TURNING RADIUS • 22 feet.

STANDARD EQUIPMENT FOR DRIVEAWAY CHASSIS • Hood and cowl assembly; front fenders and running boards; instrument panel with standard instruments; electrical system including horn, headlamps, combination stop and tail light; 15-gallon fuel tank; spare wheel carrier; five wheels and five tires; two front shock absorbers; front bumper; jack and tool kit. Oversize tires and other special equipment at extra cost.

- ★ BIG HYDRAULIC BRAKES
- ★ CAST-IRON BRAKE DRUM RINGS WITH STEEL DRUM DISCS
- ★ DEEP, RUGGED FRAME WITH SIX STURDY CROSS MEMBERS
- ★ SEMI-CENTRIFUGAL CLUTCH
- ★ 3-SPEED TRANSMISSION—SYNCHRONIZED SHIFTING
- ★ FULL TORQUE-TUBE DRIVE

- ★ FULL-FLOATING REAR AXLE
- ★ STRADDLE-MOUNTED PINION
- ★ TAPERED ROLLER FRONT AND REAR WHEEL BEARINGS
- ★ FREE-SHACKLED SPRINGS
- ★ WORM AND ROLLER STEERING GEAR
- ★ DOUBLE-ACTING, ADJUSTABLE, HYDRAULIC SHOCK ABSORBERS ON FRONT

THE REGULARS

134—157-IN. WHEELBASE—95 or 85 HP ENGINE
also 191-inch wheelbase school bus chassis

Here are the V-8 Trucks that are doing the *big* jobs today—and bringing to every operation the *over-all* economy for which the Ford name is distinguished. V-8 engine efficiency keeps fuel and oil consumption low. V-8 speed and acceleration mean getting more work done in less time—greater earning power for the truck. Rugged, sturdy construction of engine, chassis, and body assures low maintenance costs. Tire wear is reduced by close attention to load distribution, steering and braking. For 1939, Ford Trucks are improved and newly styled. They have big, powerful, hydraulic brakes. And the availability of the new 95 hp engine increases the range of their performance. . . . makes them better suited for the heavier duty operations.



157-inch wheelbase illustrated

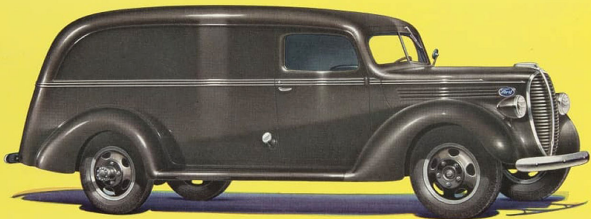
134 OR 157-INCH STAKE AND PLATFORM

These bodies have a reputation for strength and durability. Platform is framed with heavy-gage steel riveted to steel cross girders. Hardwood floor planks interlocked and protected by steel skid strips. Rack sections are sturdily built—hardwood boards are riv-

eted to steel stakes. Center stake section on each side is hinged to swing out for easier loading. Load length: 134-inch wheelbase, 106 inches; 157-inch wheelbase, 142 inches. Width, 82 inches. Rack is 42 inches high. Dual wheel equipment, auxiliary springs, spare tire as illustrated, and heavy-duty tires at additional cost.

134-INCH PANEL The smart appearance of this unit is an asset to any business. Exceptional strength is obtained by Ford methods of forming and welding this steel body. Side panels double-sealed at floor. Rear doors hung in welded one-piece channel steel frame to insure alignment. Doors are rubber-sealed

all around. Hardwood floor is protected by steel skid strips. Load length 119.25 inches at floor, width 55.5 inches, height 55.25 inches. Rear opening 46.25 inches wide, 46.5 inches high. Dual wheels and fenders, auxiliary springs, heavy-duty tires, passenger seat and other special equipment optional at extra cost.



A FEW OF THE MANY FORD BODY FEATURES THAT MATCH



Platform rear corner showing steel frame rails, flush-set stake sockets and steel skid strips.



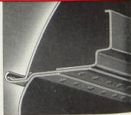
Bridge-type frame for platform body. Steel cross girders are riveted to steel frame rails.



Stake rack sections are held tightly together at the top by bolted-on interlocking plates.



Panels have two snug-fitting rear doors hung in a welded one-piece channel steel frame.



Side panel, roof rail and steel top of Panel body are welded together for greater strength.

134-INCH DUMP TRUCK A rugged unit with fast, clean dumping action. Heavy-gage welded steel body, with steel floor supported by six steel cross sills. Choice of direct or arm-lift hydraulic hoist. Body rises to 50-degree angle. Reinforced tail gate closes tightly against body to prevent loss of contents. Gate

hinges at bottom for general hauling. Drop chains have locking-type hooks. Load space 84 inches long, 66 inches wide, 12.62 inches high. Capacity $1\frac{1}{2}$ cubic yards. Pockets in body for sideboards. Auxiliary springs are standard. Dual wheels, heavy-duty tires, spare tire as shown, and other special equipment are extra.



THE QUALITY FEATURES OF THE FORD CHASSIS



Direct-lift type of hydraulic hoist for dump truck. Check valves lock bodies at any angle.



Optional arm-lift changes leverage ratio according to effort required to hoist body.

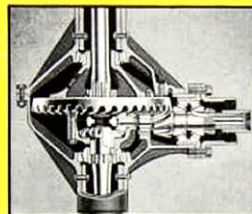


Channel side of dump truck spare wheel carrier is hinged so wheel can be rolled off.

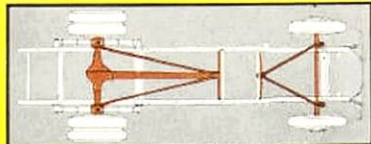


Chassis with Cab (upper left), Driveaway Chassis (lower left), and Chassis with Closed Front End (lower right), available with 134 or 157-in. wb. Also Dump Truck Chassis (upper right), 134-in. wb.

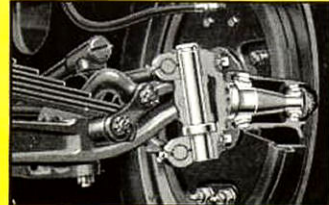




EXTRA-STURDY REAR AXLE • Straddle-mounted pinion insures high power-transmitting efficiency and long life. The additional bearing in back of the pinion prevents pinion from springing away from ring gear. And a thrust plate keeps the ring gear from springing away from pinion. Maximum gear tooth contact is thus maintained even under severe strain.



FULL TORQUE-TUBE AND RADIUS ROD DRIVE • Rear springs are relieved of driving and braking stresses because these forces are transferred through the torque tube and rear radius rods directly to frame cross member. Driving and braking forces on the front axle are transferred through front radius rods, which also maintain axle alignment.



RUGGED FRONT-END DESIGN INSURES RELIABILITY • The exceptional strength of Ford front-end design adds to the dependability of the unit. In this view, notice tapered roller wheel bearings, which can easily be adjusted to take up wear. The spindles are fitted with long-wearing bushings. Spindle bolt thrust bearings, which reduce friction when spindles are turned, are likewise of the tapered roller type.

STANDARD EQUIPMENT FOR DRIVEAWAY CHASSIS

• Hood and cowl assembly; front fenders and running boards; instrument panel with standard instruments; electrical system including horns, headlamps, combination stop and tail light; 18-gallon fuel tank; spare wheel carrier; five wheels and four tires; chromium-plated front bumper; jack and tool kit. Dual wheels, heavy-duty tires, auxiliary springs—other special equipment at extra cost.



NEW HYDRAULIC BRAKES • Big and powerful. Rear service brakes are larger—width increased from 2.5 to 3.5 inches. Completely independent handbrake system with separate mechanically operated brakes in rear drums. Drum rings are cast iron, the ideal braking surface, and are cast integral with steel drum discs for greater strength and reduced weight. Drum distortion is minimized by large ribs on the edge of the cast drum ring.

TWO-SPEED AXLE—OPTIONAL AT EXTRA COST PROVIDES DUAL RATIOS OF 5.83 AND 8.11 TO 1.



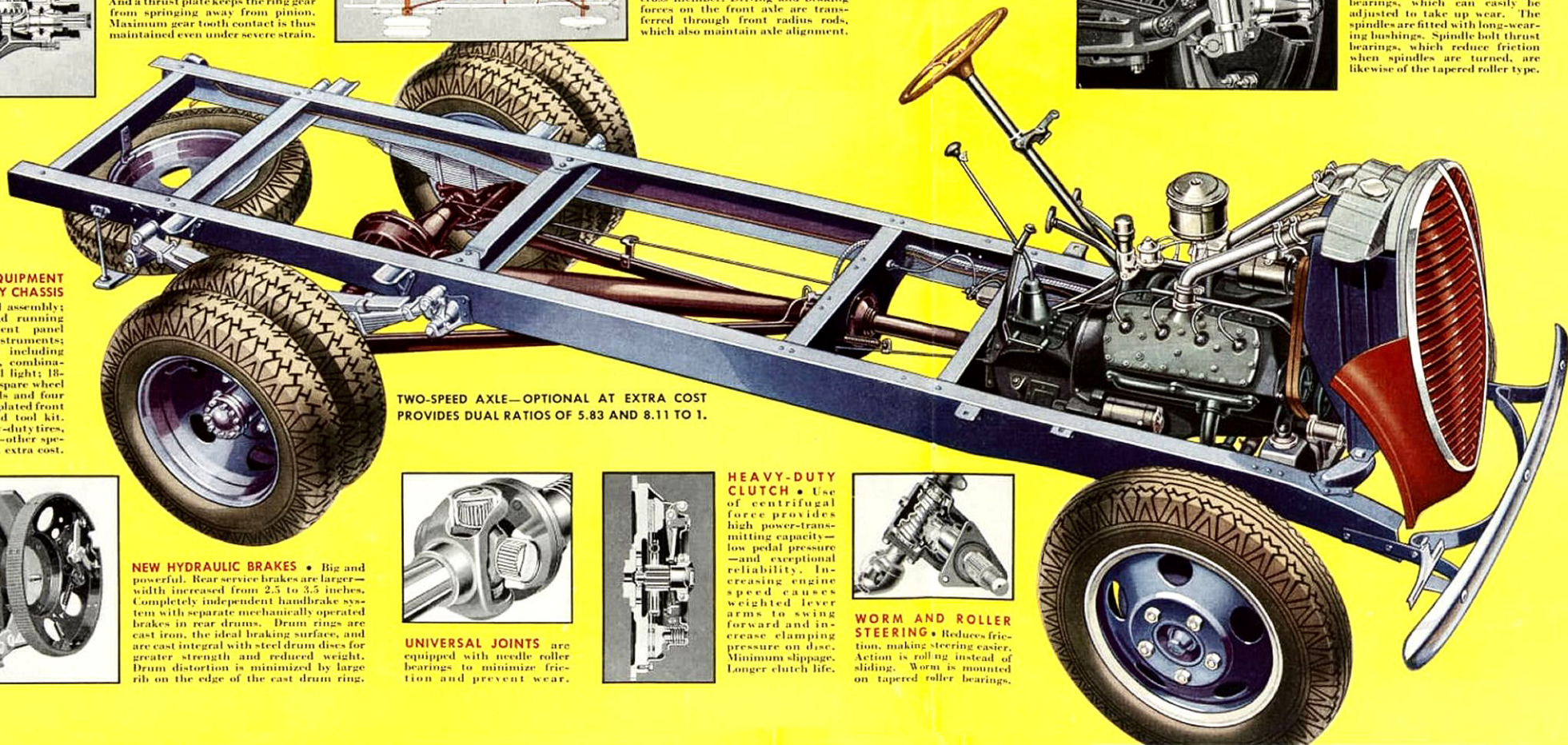
UNIVERSAL JOINTS are equipped with needle roller bearings to minimize friction and prevent wear.



HEAVY-DUTY CLUTCH • Use of centrifugal force provides high power-transmitting capacity—low pedal pressure—and exceptional reliability. Increasing engine speed causes weighted lever arms to swing forward and increase clamping pressure on disc. Minimum slippage. Longer clutch life.



WORM AND ROLLER STEERING • Reduces friction, making steering easier. Action is rolling instead of sliding. Worm is mounted on tapered roller bearings.



CHASSIS

134-157-INCH TRUCKS 95 OR 85 HORSEPOWER ENGINE

CLUTCH • Plate pressure increased by centrifugal force as engine speed is increased. Cushioned hub with vibration damper. Diameter 11 inches. Total friction area 123.7 sq in.

TRANSMISSION • Heavy-duty type, 4 forward speeds. Roller and ball bearings in all forward speeds. S.A.E. standard 6-bolt power take-off opening.

UNIVERSAL JOINTS • Needle roller bearing type.

FRAME • High-carbon frame steel with 6 cross members. Width across side rails, back of cab—34 inches. Side rail dimensions: Length, 134-inch chassis, 203.44 inches; 157-inch chassis, 226.44 inches. Depth, 7 inches. Width, 2.75 inches. Thickness, 0.21 inch. Depth of main cross member, 12.54 inches.

FRONT AXLE • Carbon manganese steel. Large I-beam section.

SPRINGS • Chrome alloy steel. Front: transverse type, length 38 inches, width 2.25 inches. Oilless bearing type shackles. Rear: semi-elliptic type, length 50 inches, width 2.5 inches.

STEERING • Worm and roller type. Ratio 13.4 to 1. Steering wheel diameter, 18 inches.

REAR AXLE • Full-floating. Spiral bevel gear drive. Straddle-mounted pinion and ring gear thrust plate. Gear ratios of 5.14 to 1, 5.83 to 1 or 6.67 to 1 are optional at no extra cost. Two-speed axle, available at extra cost, provides dual ratios of 5.83 to 1 and 8.11 to 1.

BRAKES • Hydraulic. Front: 14-inch diam., 2 inches wide. Rear: 15-inch diam., 3.5 inches wide. Completely independent handbrake system with 14-inch diam., 1.5 inch wide brakes inside rear drums. Total lining area 123.75 sq in. Cast-iron drum rings, steel drum discs.

WHEELS • Five, 20 x 5 inches. Tapered steel disc riveted to steel rim. Continuous side ring type.

TIRES • Four. Front 6.00-20, 6-ply. Rear 32x6, 8-ply. Special equipment including tire sizes up to 7.50-20 front and rear and dual wheels available at extra cost.

TREAD • Front: with 6.00-20 tires, 58.3 inches; with 7.50-20 tires, 57 inches. Rear: single 57.1 inches; dual 65 inches.

TURNING RADIUS • 134-inch wheelbase, 24 feet. 157-inch wheelbase, 23 feet 10 inches.

FORD CABS

**Outstanding Value in Every Detail
. . . Driver Comfort and Protection**

Truck drivers appreciate the safety, comfort and convenience of Ford cabs and driver compartments. Protection is afforded by welded steel construction, reinforced with steel—and Safety Glass in windshield and windows. Comfort is assured by new seat cushions and well-designed backs . . . and by the insulation in roof, sides, dash and floor which keeps out heat, cold, and sound. Ventilation is adequate, with a wind-shield that opens and a large screened cowl ventilator. Window regulators are crank-type; easily operated door latch handles lock doors from the inside. There is a roomy dispatch box in the instrument panel. Cabs and driver compartments are fully lined. Cushions are upholstered with long-wearing, waterproof coated fabric. Doors are trimmed with full metal panels. Hardware is of high quality. These features all reduce maintenance costs, thus adding to economy.



THE CAB-OVER-ENGINE

101-134-157-INCH WHEELBASE-95 OR 85 HP ENGINE

The Ford Cab-Over-Engine Trucks combine the basic advantages of Ford engineering and construction with the inherent advantages of cab-forward design. Crowded city streets . . . legal restrictions on over-all length . . . the increased use of tractor-trailers . . . are some of the factors which are creating a wider demand for trucks of the C.O.E. type. It remained for Ford to add V-8 performance and economy, plus improved accessibility and driver comfort. Newest members of the Ford Truck family, these units are improved this year by big hydraulic brakes. The availability of the new 95 hp engine increases their performance range for heavier-duty operations.



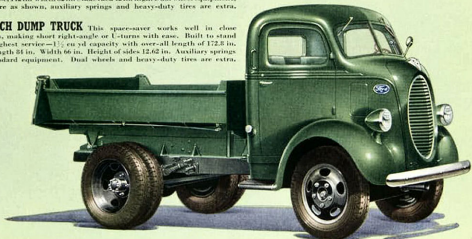
CHASSIS WITH CAB For operators who use special-purpose bodies with separate cab. The design permits the use of bodies with long payload length without increasing total truck length. The 101-Inch Chassis with Cab is a favorite for tractor use. Semi-trailer bodies can be longer without increasing over-all length of unit. Plenty of room to mount fifth wheel forward of rear axle. Cab-to-axle dimensions: 101-inch wheelbase, 60 in.—134-inch wheelbase, 93 in.—157-inch wheelbase, 116 in. Dual wheels, auxiliary springs and heavy-duty tires are available at extra cost.

134-inch wheelbase illustrated



101-INCH STAKE AND PLATFORM (134 in. wb. available) With large payload length in proportion to over-all length, these units are ideal for use in congested areas. Load length: 101 in. wheelbase, 106 in.; 134 in. wheelbase, 142 in. Width 82 in. Stake rack 42 in. high. Dual wheel equipment, spare tire as shown, auxiliary springs and heavy-duty tires are extra.

101-INCH DUMP TRUCK This space-saver works well in close quarters, making short right-angle or U-turns with ease. Built to stand the roughest service—1½ cu yd capacity with over-all length of 172.8 in. Load length 81 in. Width 66 in. Height of sides 12.62 in. Auxiliary springs are standard equipment. Dual wheels and heavy-duty tires are extra.



Stake sockets are riveted to outside and welded to inside of frame rails to prevent spreading of rack.



Dump truck tail gate is hinged at top. It is released by a lever within easy reach of the driver.



To obtain greater adaptability for general hauling, Dump Truck tail gate also hinges at bottom.



C.O.E. Driveaway Chassis and Chassis with Cabs are available with 101, 134 and 157-inch wb.

CAB-OVER-ENGINE CHASSIS

101-134-157-INCH WHEELBASE—95 OR 85 HP ENGINE



- * BIG HYDRAULIC BRAKES
- * CAST-IRON BRAKE DRUM RINGS WITH STEEL DRUM DISCS
- * DEEP, RUGGED FRAME
- * EASY ENGINE ACCESSIBILITY
- * SEMI-CENTRIFUGAL CLUTCH
- * 4-SPEED TRANSMISSION
- * FULL TORQUE-TUBE DRIVE
- * NEEDLE BEARING UNIVERSAL JOINTS
- * FULL-FLOATING REAR AXLE
- * STRADDLE-MOUNTED PINION
- * TAPERED ROLLER FRONT AND REAR WHEEL BEARINGS
- * WORM AND ROLLER STEERING

STANDARD EQUIPMENT FOR DRIVEAWAY CHASSIS

• Hood and cowl assembly; front fenders and running boards; instrument panel with standard instruments; electrical system including horns, headlamps, combination stop and tail light; 23-gallon fuel tank; spare wheel carrier; five wheels and four tires; front bumper; jack and tool kit. Extra charge for dual wheels, heavy-duty tires, auxiliary springs, front shock absorbers and other special equipment.

CLUTCH • Plate pressure increased by centrifugal force as engine speed is increased. Cushioned hub with vibration damper. Diameter 11 inches. Total friction area 123.7 sq in.

TRANSMISSION • Heavy-duty type. 4 forward speeds. Roller and ball bearings in all forward speeds. S.A.E. standard 6-bolt power take-off opening.

UNIVERSAL JOINTS • Needle roller bearing type.

FRAME • High carbon frame steel with 6 cross members. Width across side rails, back of rails, 34 inches. Side rail dimensions: Length, 101 in., chassis, 170.44 in.; 134 in., chassis, 203.44 in.; 157 in., chassis, 226.44 in. Depth 7 in. Width 2.75 in. Thickness .921 in. Depth of main cross member is 12.54 in.

FRONT AXLE • Large I-beam section of carbon manganese steel.

SPRINGS • Chrome alloy steel. Semi-elliptic type. Front: length 40 inches, width 2.25 inches. Rear: length 50.4 inches, width 2.5 inches.

STEERING • Worm and roller type. Ratio 18.4 to 1. Steering wheel diameter, 18 inches.

REAR AXLE • Full floating. Spiral level gear drive. Straddle-mounted pinion and ring gear thrust plate. Gear ratios of 5.14 to 1, 5.83 to 1, or 6.67 to 1 are optional at no extra cost. Two-speed axle, available at extra cost, provides dual ratios of 5.83 to 1 and 8.11 to 1.

BRAKES • Hydraulic. Front: 14-inch diam., 2 inches wide. Rear: 15-inch diam., 3.5 inches wide. Completely independent handbrake system with 14-inch diam., 1.5 inch wide brakes inside rear drums. Total lining area

423.75 sq in. Cast-iron drum rings with steel drum discs.

WHEELS • Five, 20.5 inches. Tapered steel disc riveted to steel rim. Con-tinental side ring type.

TIRES • Four. Front 6.00-20, 6-ply. Rear 32x6, 8-ply. Special equipment including tire sizes up to 7.50-20, front and rear, and dual wheels are extra.

TREAD • Front: with 6.00-20 tires, 62.8 inches; with 7.50-20 tires, 61.5 inches. Rear: single, 57.1 inches; dual, 65 inches.

TURNING RADIUS • 101-in. wheelbase, 18 ft 6 in.; 134-in. wheelbase, 23 ft 3 in.; 157-in. wheelbase, 28 ft 10 in.

COMFORT AND ACCESSIBILITY

BROUGHT TO CAB-OVER-ENGINE DESIGN

Skilful design has made the Ford C.O.E. cab roomy and comfortable. The steering wheel, pedals, gearshift lever, handbrake and other controls are conveniently located. The windshield is exceptionally wide and high, providing an unusually large view area. It is equipped with two wipers. Seat and back cushions upholstered with attractive, waterproof coated fabric. Fully-lined cab interior. Door windows are fully weatherstripped. Doors, roof, dash, and floor are completely insulated against heat, cold, and noise. The engine cover, too, is heavily insulated to prevent the heat and sound of the engine from penetrating the cab. The cover consists of an inner and an outer steel shell, with a thick layer of rock wool insulation compressed between them. Designed for unusual engine accessibility, the sides or complete engine cover is quickly removable. Welded all-steel cab. Safety Glass throughout.



Wide doors, hinged at front, and convenient handholds provide easy access to cab for driver and helper.



Excellent ventilation. Each half of divided windshield opens separately. Two large ventilators in cowl sides.



Hinged cover over handhole at bottom of engine cover provides quick access to engine oil level gauge.



Spark plugs and auxiliary units on top of engine quickly accessible by removing engine cover sides.



Convenient oil filler cap is on outside of engine cover. Tight-fitting rubber seal keeps fumes out of cab.

3 V-8 ENGINES

A definite trend in truck construction is to avoid compromise—to produce units and engines which give maximum economy because they are not overpowered or underpowered for the operation in which they will be used.

The Ford V-8, leading this trend, now introduces a new 95 hp V-8 Truck engine, in addition to the improved "85" and "60". This new engine means an even broader range of Ford Truck performance—and a better opportunity to match the power plant with the exact requirements of the job.

95 Hp ENGINE • Bore 3.185 inches, Stroke 3.75 inches. Piston displacement 239 cu in. Brake horsepower 95 at 3500 rpm. Torque 130 lb-ft. at 2300 rpm. Taxable horsepower rating 32.5.

85 Hp ENGINE • Bore 3.062 inches, Stroke 3.75 inches. Piston displacement 221 cu in. Brake horsepower 85 at 3500 rpm. Torque 150 lb-ft. at 2200 rpm. Taxable horsepower rating 30.

60 Hp ENGINE • Bore 2.6 inches, Stroke 3.2 inches. Piston displacement 136 cu in. Brake horsepower 60 at 3500 rpm. Torque 94 lb-ft. at 2500 rpm. Taxable horsepower rating 21.6.

ENGINE BLOCK • Semi-steel casting. Both banks of cylinders and crankcase cast integral. Full-length water jackets. Polished, mirror-finish cylinders.

CRANKSHAFT • Forged cast alloy steel. Fully counterbalanced, integral counterweights. Weight: 95 Hp, 69.2 pounds; 85 Hp, 66 pounds; 60 Hp, 41.9 pounds. Three main bearings. Effective main-bearing surfaces: 95 and 85 Hp, 38.81 sq in.; 60 Hp, 27.2 sq in.

CONNECTING RODS • Manganese steel forgings. Mounted side by side in pairs on floating-type alloy bearings. Bronze piston pin bushings.

PISTONS • Light-weight, cast alloy. Floating-type piston pins with bearing surfaces in both rod and piston.

CAMSHAFT • Wear-resisting, cast alloy iron. Three steel-backed rabbit bearings. Camshaft gear is highly-compressed fiber.

VALVES • All intake and exhaust valves are heat-resisting chrome-nickel alloy steel. Enlarged area valve stem ends. Light-weight, hollow-cast, one-piece valve lifters. Valves are precision-set.

VALVE SEAT INSERTS • Tungsten steel for all intake and exhaust valves in 95 and 85 Hp Engines and for exhaust valves in 60 Hp Engine.

ENGINE LUBRICATION • Direct pressure oiling to all crankshaft, camshaft, and connecting rod bearings; also to timing gears. Crankcase oil capacity: 95 and 85 Hp Engines, 5 quarts; 60 Hp Engine, 4 quarts.

CRANKCASE VENTILATION • Directed-flow through crankcase.

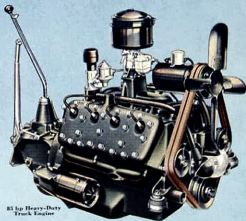
COOLING • Two centrifugal water pumps, packless, self-lubricating type.

FUEL SYSTEM • Dual down-draft carburetor fitted with air cleaner and silencer. Duplex intake manifold. Mechanical fuel pump.

IGNITION • Direct-driven unit with distributor and rod in waterproof housing. Fully automatic spark advance—vacuum-controlled governor.

BATTERY • 17-plate, 100 ampere-hour capacity.

95-85-60 HORSEPOWER



85 hp Heavy-Duty Truck Engine

The first V-type 8-cylinder Ford Truck engine in 1932 marked a milestone in commercial transportation history. Operators were quick to discover that its fast acceleration and high top speed meant doing more work in less time—and with good economy.

This engine, in a Ford Truck that combined great strength with light weight, accelerated the trend away from cumbersome, expensive types of trucks. The Ford got the jobs done, and cut over-all hauling costs to a point where new profit opportunities were opened for operators.

Each year has seen new improvements made in this great engine. When the 60 hp V-8 was introduced in 1937 for lighter operations, V-8 economy reached remarkable proportions. New methods and materials raised both performance and economy and lengthened engine life.

The Ford engines are further improved for 1939. Greater manufacturing precision has been achieved. New piston rings increase oil economy. The "85" engine has a new, heavier crankshaft which improves performance. The new 95 hp engine has an even larger and heavier crankshaft.

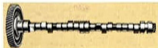
The Ford Motor Company, whose policy is one of continuous improvement, reserves the right to change specifications, design, or prices, without incurring obligation.

EXTRA VALUE FORD FEATURES

At the Ford plant, the search for new, better materials is never-ending. Today, 47 different steels are used in every Ford Truck. Often you cannot see the parts made from these specially developed metals. The parts themselves give little outward indication of the extreme precision with which they are made—or the ingenious Ford-developed automatic machines used to test and inspect them. It is only through use that you can fully appreciate what all this means to the truck operator—higher performance, good economy, and great reliability over thousands of miles of service.



Crankshafts are cast alloy steel, a hard, wear-resisting steel developed by Ford metallurgists for longer life. Bearing surfaces are micro-mirror finished to minimize bearing wear. Crankshaft balance is extremely accurate—with in three-teenths of an inch-ounce.



Cast alloy iron camshafts have exceptionally hard cam and bearing surfaces. Valve lifters, which are in continuous contact with cams, are cast from similar Ford-developed alloy, highly resistant to wear.



To increase engine efficiency, all intake and exhaust valve seats in 95 and 85 hp engines and exhaust valve seats in the 60 hp engine have tungsten steel inserts. This alloy retains its hardness at high temperatures and prevents seat wear.



(Left) Instead of depending on studs alone to hold main bearing caps in alignment, radial tongues on the caps fit into matching grooves in the cylinder block. This design prevents the slightest shifting of the caps in any direction. The removable type bearings are special wear-resisting alloy which is bonded to steel shells. The design reduces replacement cost.



On rear spring front brackets, shackle pin is now held firmly by a clamping bolt.



All Ford axles use 1-pinion differential instead of customary 2-pinion type. Tooth pressures on the pinion and axle shaft gears are thus reduced.



Tapered rings on axle shaft studs keep flanges tight, prevent wear in holes.



(Left) Pistons are light-weight cast alloy. New type piston rings increase oil economy. Floating-type connecting rod bearings of special alloy minimize wear.

Oilless type spring shackles reduce maintenance costs. They are long wearing and do not require lubrication.

FORD V-8 COMMERCIAL CARS

112-INCH WHEELBASE—85 OR 60 HP ENGINE

In addition to the V-8 Trucks shown in this catalog, Ford offers a complete line of Commercial Cars. These modern economical units are traditional leaders in the field of light hauling and delivery. They save you money in many ways. Their first cost is low. Operating costs are low—especially with the 60 hp engine. You save on maintenance, because quality is built into every Ford part—and the Engine and Parts Exchange Plan assures low upkeep costs. Shown here are five of the seven available types.

PICKUP



PANEL



CHASSIS WITH CAB



STAKE AND PLATFORM



SEDAN DELIVERY



FORD PARTS EXCHANGE

The Modern Method of Low-Cost Maintenance

Each year more and more truck operators are realizing the outstanding advantages of the Ford Exchange Plan. They have learned how and why it saves them time and money . . . why factory-reconditioned units give them longer service and greater satisfaction at lower cost.

It's much quicker to get an exchange engine or other assembly from a Ford dealer than to tie up the truck and wait for the original unit to be repaired or overhauled. It sometimes takes days to overhaul an engine—only a few hours to install a Ford exchange engine. The truck is back at work with little delay.

A trip through the engine reconditioning department at the Ford Rouge Plant will convince anyone of the soundness of the Ford theory that the factory which builds the engine is best equipped to recondition it. Ford reconditioned engines give new engine performance.* The same types of machines and equipment used in building new engines, and the same efficient methods cut the cost of reconditioning. It's Ford policy to pass these savings on to the Ford user.

*As an example of the thoroughness of Ford factory reconditioning, here's a partial list of the operations on the engine:

Engine is completely disassembled. All parts to be reused are carefully inspected. Cylinder blocks are tested under high pressure for water leaks. Cylinders are rebored on single-point diamond boring machines which cost almost \$30,000 apiece. Cylinders then are polished to mirror finish. Main bearings are replaced. Crankshafts which show wear are reconditioned like new. Camshaft bearings are gaged, replaced if worn. Connecting rods are inspected, fitted with new bearings. Piston pin bushings are replaced. Timing gears are replaced if worn. Pistons, pins, rings, valves and valve springs are new. Every other part that does not measure up to specified standards is replaced with a new part. Reconditioned oil pumps are tested for pressure.

It is only because of Ford methods that Ford engines, completely rebuilt with utmost precision, can be exchanged at such a low price.

Other Money-Saving Exchange Items Carried by Ford Dealers:

- ★ CARBURETORS ★ FUEL PUMPS ★ GENERATORS ★ DISTRIBUTORS ★ GENERATOR ARMATURES
- ★ CLUTCH DISC ASSEMBLIES ★ CLUTCH PRESSURE PLATE ASSEMBLIES ★ BRAKE SHOES



ON-THE-JOB TEST

In the showroom, you can see the visible parts of a truck—the styling . . . the body construction . . . the cab . . . the engine . . . the chassis . . . and the many other things in which you, as a truck operator, are interested.

But the showroom can't show you what a truck will *do*. You must go to the job itself to discover that. Before you buy, arrange through a Ford dealer for an On-The-Job Test. Let the unit *show* its ability with a load similar to your own, under your own normal operating conditions.

That's the sensible way to test and judge a truck. It gives you facts first hand—before you invest a cent.

Any Ford dealer will be glad to help you arrange for an On-The-Job Test.