

FORD

TILT CAB TRUCKS

SERIES C-550 • C-600 • C-700 • C-750 • C-800 • C-900



**Modern
through and
through!**

For '57 and the years ahead **FORD TRUCKS COST LESS** ...
less to own... less to run... last longer, too!

America's Lowest-Priced* *TILT CAB* Line

New Ford Tilt Cabs, with boldly modern, functional styling, are designed to put you miles and money ahead! And thanks to Ford's volume mass production, they're America's lowest-priced* Tilt Cab trucks—by far! One look tells you there's something really new and superior about these trucks, and the boldly modern styling you see just hints how truly deep-down modern they are. Broad, low and agile they provide remarkable handling ease. "Wide open" engine accessibility speeds maintenance, slashes costs. And *how* those modern Short Stroke V-8's respond! Yes, Ford's modern Tilt Cab design goes deep-down to give you trucks that *Cost Less* . . . less to own . . . less to run . . . last longer, too. They drive easier, faster, carry bigger, more profitable loads.

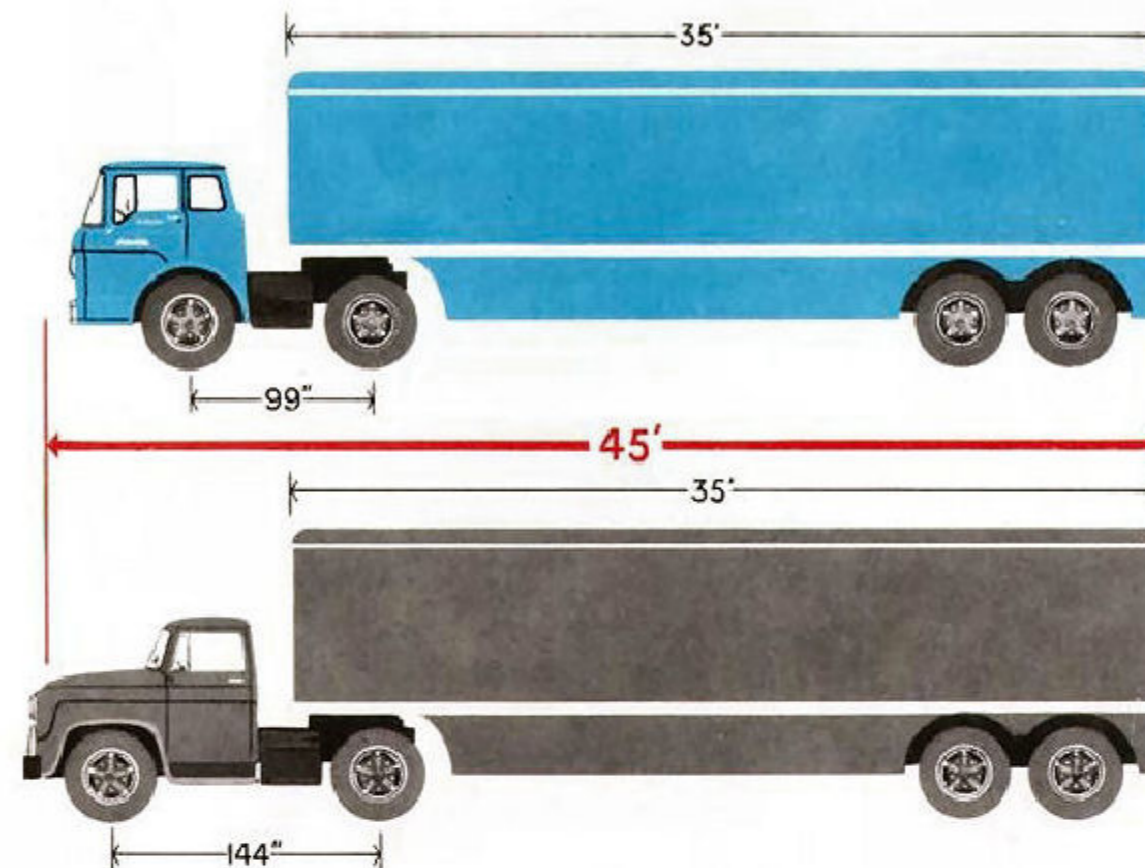


Boldly modern, Ford new Tilt Cab C-models present the ultimate in driver comfort, visibility and ventilation, and offer hauling advantages that are far superior to those of conventional trucks.

*Based upon a comparison of suggested retail list prices

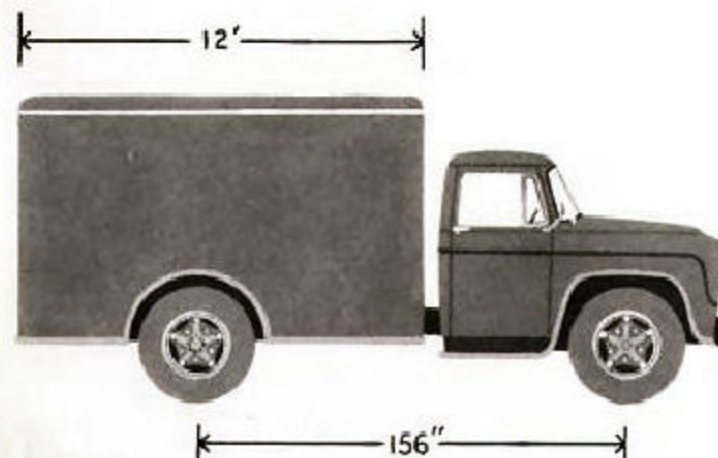
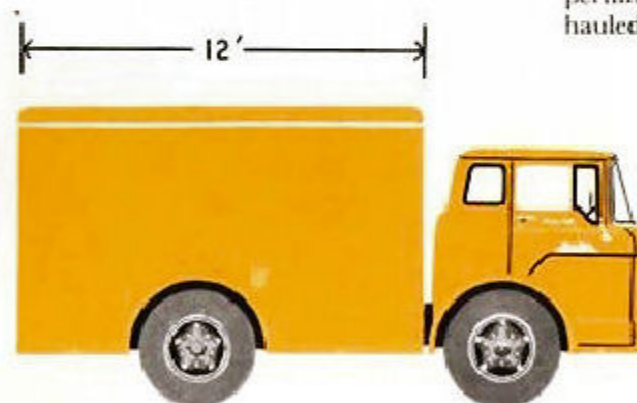
FORD *TILT CAB* design cuts over-all length . . .

Everything's shorter . . . but the trailer! Ford's new shorter wheel-base Tilt Cab tractors, with compact 80-inch cab length, can haul longer trailers than conventional tractors and still stay within strict combination length limits. The 45-foot over-all restriction by many states places a real premium on every inch saved on the tractor. It's the only means to haul longer trailers with greater cubic capacities. Ford's modern, functional Tilt Cab, designed *with you in mind*, permits maximum cargo space, greater flexibility and easier trailer interchange . . . for greater payloads and higher earnings every trip. Illustrations at right show the combination length advantage of Tilt Cab tractors.



All Ford C-Series models (top) have a nominal 80-inch front-of-bumper-to-back-of-cab dimension permitting even a square-nose 35-foot trailer to be hauled within a 45-foot over-all limit.

Halt! The conventional combination above just will not pass in many states. It means a shorter trailer with less loadspace, or the new Ford Tilt Cab tractor.



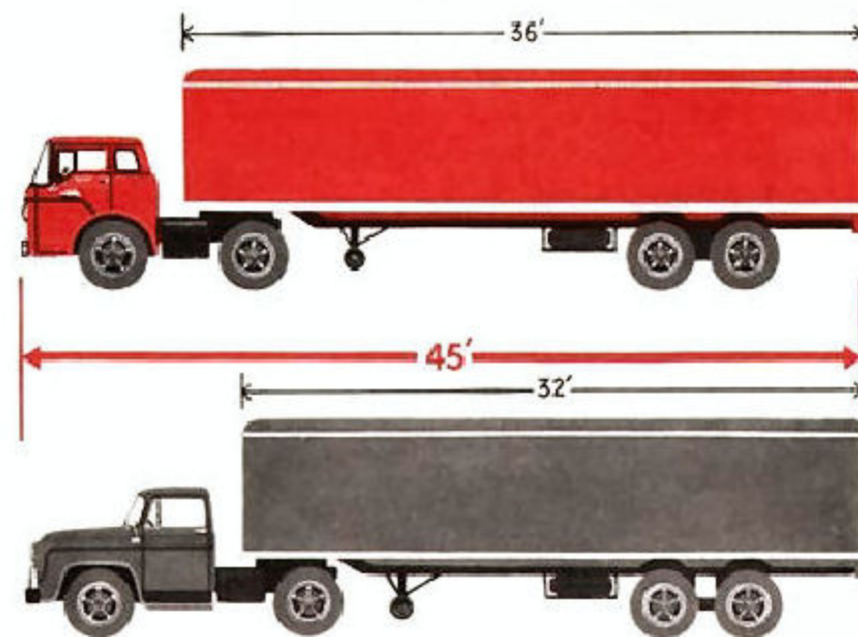
With straight trucks too, the shorter length story is the same. For crowded loading docks and city streets, modern Tilt Cabs carry the same size bodies with far less over-all length. Naturally, this reduced unit length means a shorter turning radius, easier parking and conservation of garage or lot space.

Shown at the left, a modern Tilt Cab straight truck chassis handily carries a 12-foot van body on an easily maneuverable 111-inch wheelbase. As you can see, it's several feet shorter than the conventional truck required to carry the same size body. Shorter over-all length makes handling simpler than you ever thought possible.

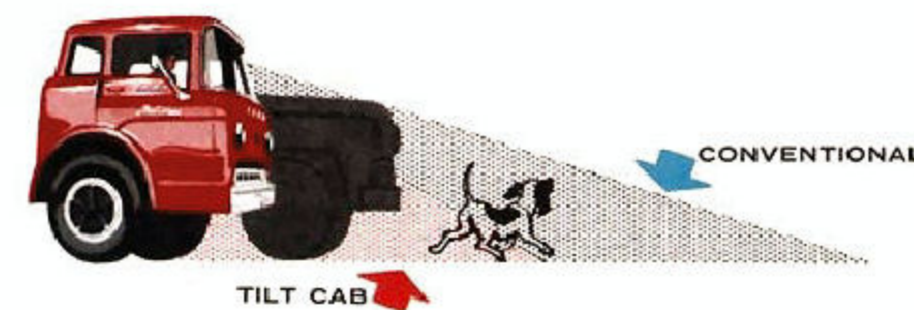
FORD TILT CAB design permits a longer load area and better weight distribution

LONGER TRAILERS

The payoff's in bigger payloads! The compact design of Ford's new C-Series Tilt Cabs brings you proper CA dimensions with short wheelbases and minimum tractor lengths. This design allows longer trailers (even 36-foot) within legal limits—up to 4 feet longer than conventional units. And the sturdier set-back front axle carries more of the tractor chassis weight, plus a greater share of the total trailer weight . . . allowing more of the payload to be carried on the tractor rear axle. This better weight distribution with more of the load on the tractor rear axle and longer trailers with more load area add up to *bigger, more profitable payloads every trip.*

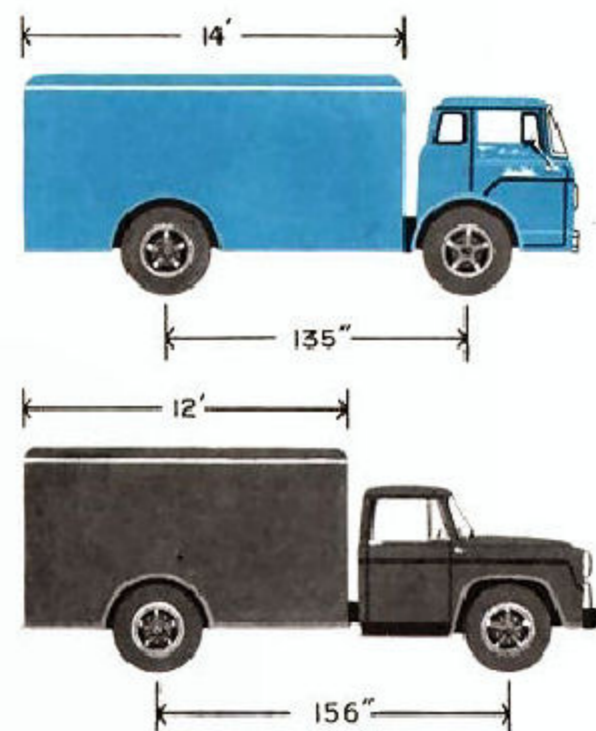


FORD TILT CAB design gives excellent visibility for safer driving



Full picture-window visibility! Huge 3,606-square inch total glass area provides matchless all-around visibility. And the deep wrap-around front windshields and side ventilator wing windows give increased downward vision. The

Tilt Cab's ground-vision distance (ahead of the bumper) is over 7 feet better than that of conventional trucks. This additional view of the road enables drivers to see and drive more safely under all traffic conditions.



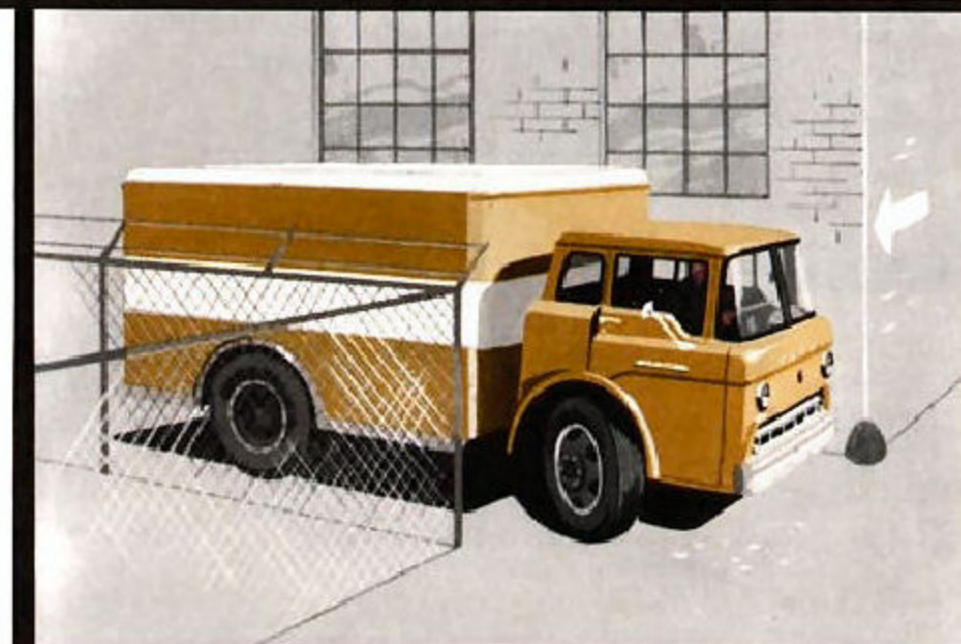
LONGER BODIES

Here's new truck earning power . . . longer bodies and better weight distribution. As shown at left, a two-foot longer body than on a conventional truck can be accommodated within the same over-all length. Based on weight distribution alone, Tilt Cab design allows a three-foot longer body. Either way—Ford Tilt Cab models, available in 99-, 111-, 135- or 153-inch wheelbases for bodies from 9 to 20 feet long, permit more cargo per trip!

Ford Tilt Cab trucks with longer bodies offer many money-making advantages . . . greater body cargo area for bigger, bulkier loads . . . better weight distribution for heavier loads . . . top maneuverability for faster trips through traffic.

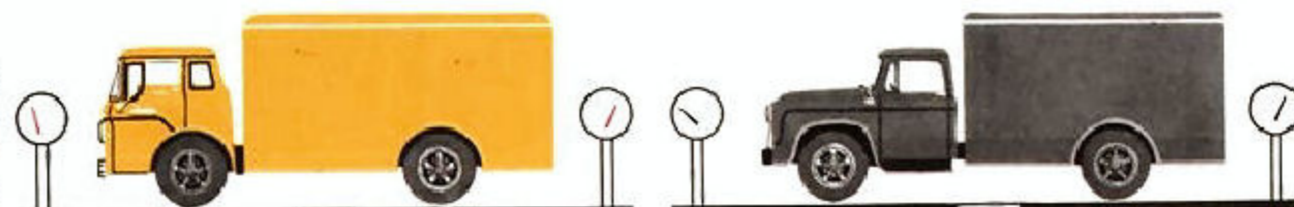
COMPACT DESIGN FOR BETTER MANEUVERABILITY

Ford's compact Tilt Cab design reduces wheelbases and over-all lengths, allowing a shorter turning radius for greater maneuverability in congested areas. They can turn in a 10- to 12-foot smaller circle than comparable conventionals. This exceptional maneuverability makes tight turns into docks or alleys faster and easier . . . cuts driving effort in backing and parking . . . slices minutes off every stop. Requires less garage space, too.



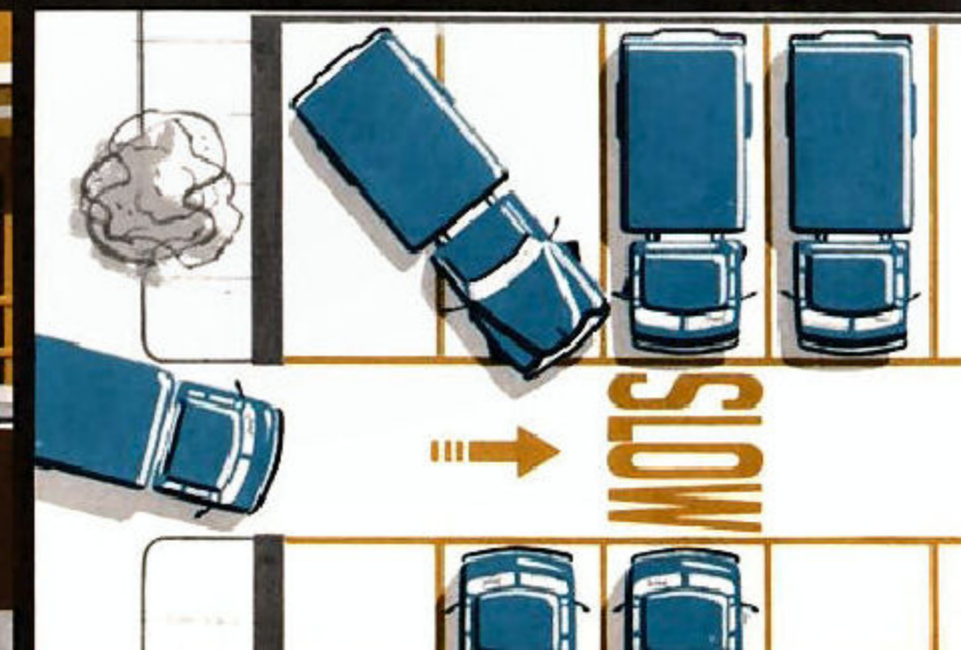
MORE LOAD

Here's new truck earning capacity . . . better weight distribution permits as much as 1,000 pounds more payload on the front axle than conventional trucks.



Ford Tilt Cab, with set-back front axle, carries bigger percentage of chassis and body weight on the front axle, allowing more payload on the rear axle.

Conventional truck has lighter front axle loading, and carries more of the chassis and body weight on the rear axle . . . cutting down on payload.



FORD TILT CAB design offers greater driver comfort and convenience

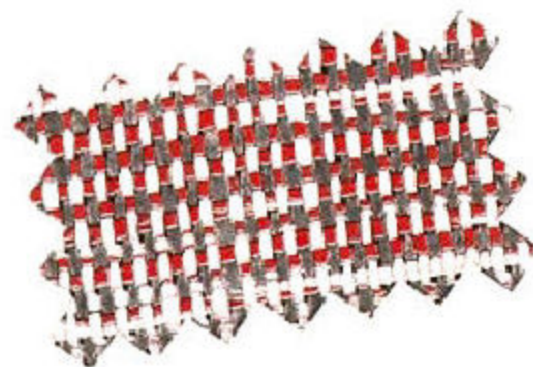


The Custom Cab (at upper left) features striking three-tone woven plastic upholstery in dark brown with two shades of gray and a brown vinyl bolster, perforated thermacoustic headlining plus cab insulation and sound deadener for quietness and many other refinements. The driver's section of seat (above) has 5 soft inches of foam rubber in cushion, 1½ inches in seat back and comfortable fold-down arm rest. These and many more special-value features make the Custom Cab well worth its low extra cost.

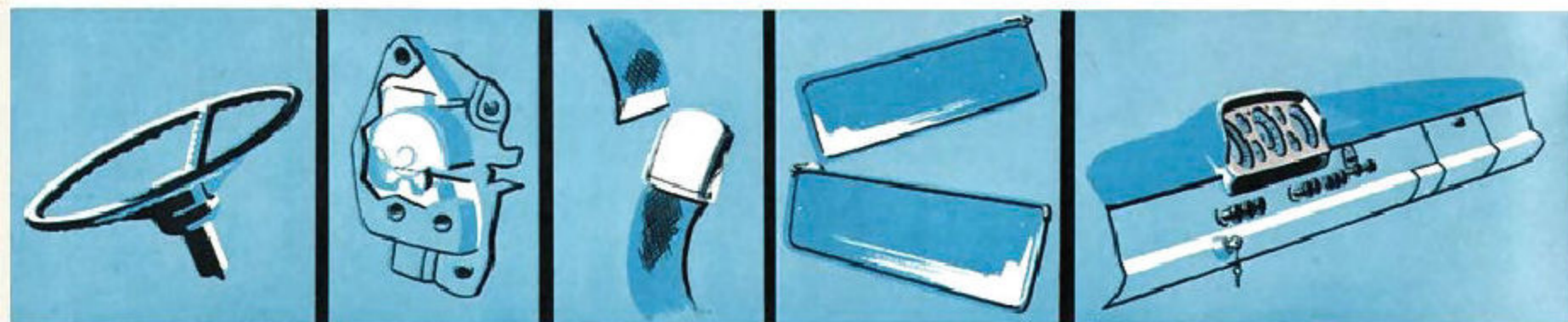


Wide, spacious Standard Cab with inboard step and big, door opening make it easy to get in and out. And look at those extra-generous cab dimensions . . . there's plenty of room for the huskiest drivers and helpers. 2-Way seat adjustment—moves 4 inches fore or aft.

Ford's Driverized Tilt Cabs are the most modern ever! They represent the ultimate in comfort, convenience, visibility and ventilation for the driver. Large two-piece windshield wraps around at sides and has a big 1,656-square inch glass area for wide-open view. New ventilation system brings in clean, fresh air that can be directed for driver and passenger comfort.



New, durable "free-breathing" woven plastic seat upholstery is cooler in hot weather, easy to clean and long wearing. Standard Cab has attractive brown and tan weave and brown vinyl bolster.



Lifeguard steering wheel is designed to give driver added protection against contact with the steering column in event of accident. And new Double-Grip Lifeguard door

locks are also standard. Super-Cushion instrument panel and padded sun visors (Safety Package "A") are optional. Also, Ford seat belts are available, Dealer installed.

FORD TILT CAB design provides superior servicing ease and time-saving maintenance accessibility



Step 1



Step 2



Step 3

Fast, complete engine accessibility . . . modern Ford Tilt Cab design makes possible big maintenance savings! All engine, clutch and transmission adjustments, tune-ups and repairs are made more easily and accurately—in much less time. The cab tilts forward in a matter of seconds exposing the engine for inspection and service. And this ease of inspection permits more frequent checks and prompt attention . . . before service problems become serious. Result— you gain time, save money and simplify maintenance.

See how safe, easy and simple it is to tilt the cab (shown at left). **Step 1.** The main lock (large forged-steel hook sturdily mounted on channel cross-frame bridge) is released by a lever on the right rear of the cab, allowing cab to raise a slight distance. **Step 2.** Now the cab is restrained by a second or safety lock. This safety lock is released

by pulling the convenient "T" handle. And the cab is then tilted by two balanced coil springs, guided by the operator. **Step 3** The cab is safely held in position by a locking, hinged support arm. To return the cab to closed position, release the support arm and simply pull down. Main and safety locks automatically engage and the cab is ready.

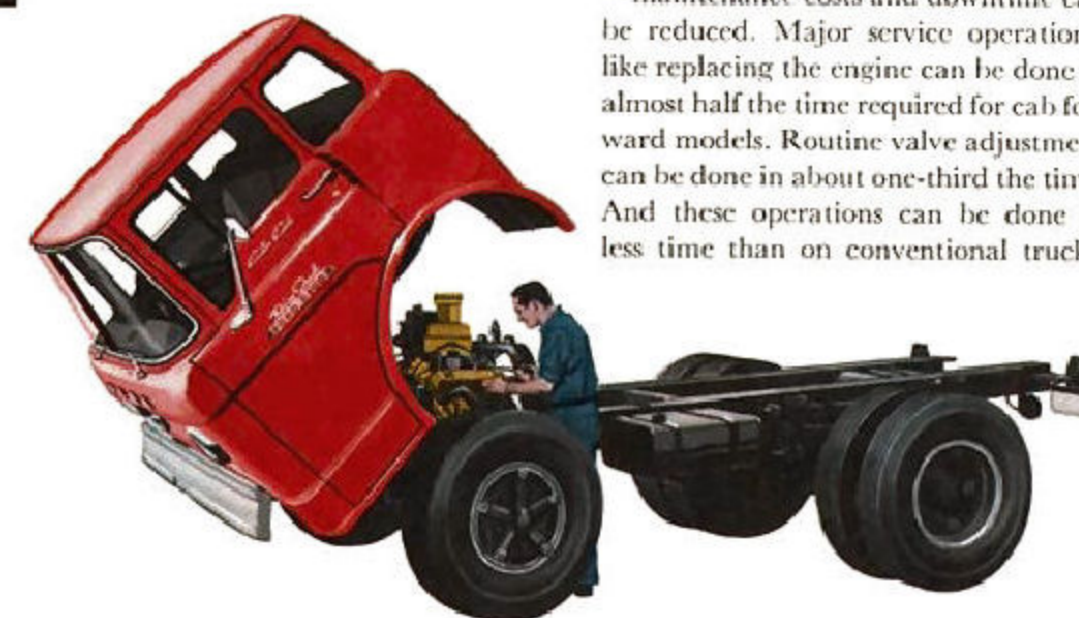
New service innovation for reaching engine water and oil fillers. Handy access panel, located behind the passenger section of seat back, permits quick and easy water and oil service. Seat back is ¾-¾ type, and ¾ side tilts forward for convenient accessibility.



Maintenance advantages . . . because the Ford Tilt Cab design offers such quick and complete engine accessibility — maintenance costs and downtime can be reduced. Major service operations, like replacing the engine can be done in almost half the time required for cab forward models. Routine valve adjustment can be done in about one-third the time. And these operations can be done in less time than on conventional trucks.



Engine, clutch, transmission and all engine accessories are exposed for convenient servicing or repair. Mechanics can stand right next to the engine and work in close without the aid of benches, stools or special equipment.



C-900

Max. GVW 30,000 lb.
Max. GCW 60,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 22,500 lb.
Wheelbases: 99, 111, 135
and 153 inches

King of the Extra Heavies! This powerhouse on wheels, with higher GVW and GCW ratings, hauls bigger loads at sustained highway speeds. Strong, new double-channel frame with 14.93 section modulus. Flashing Short Stroke power . . . new 212-hp 332 Heavy Duty V-8 standard. New Extra Heavy Duty 5-Speed transmission and full-air brakes available. New wide-track front axle, longer and wider front springs, longer rear springs and front shock absorbers all standard.



Ford C-900 tractor with Custom Cab and 99-inch wheelbase hauls 35-foot square-nose trailers within 45-foot over-all requirements.



Concrete transit mixer on 111-inch wheelbase C-900. Compact and highly maneuverable with big load capacity. 212-hp HD V-8 with 4-barrel carburetor.



Attractive and functional beverage truck . . . it's the new C-900 with 135-inch wheelbase. Other wheelbases for special bodies from 9 to 20 feet in length.

Performance leader in its class! Powerful, new 212-hp 332 Heavy Duty V-8 engine standard for real peak performance. Rugged double-channel frame and new 9,000-pound capacity wide-track front axle and many other new features provide 2,000-pound greater GVW and GCW ratings . . . new maximum payloads!

Smooth riding and easy maneuverability are provided by new longer wider front springs, longer rear springs and double-acting, telescopic front shock absorbers standard. Full-air brakes and power steering are available. Wide range of wheelbases for special bodies from 9 to 20 feet long.



New C-800 with tandem axle tank trailer. Tractor wheelbases, 99 or 111 inches.

Ford C-800 with 10-foot, high-side dump body, 111-inch wheelbase.



C-800

Max. GVW 26,000 lb.
Max. GCW 50,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 18,950 lb.
Wheelbases: 99, 111, 135
and 153 inches

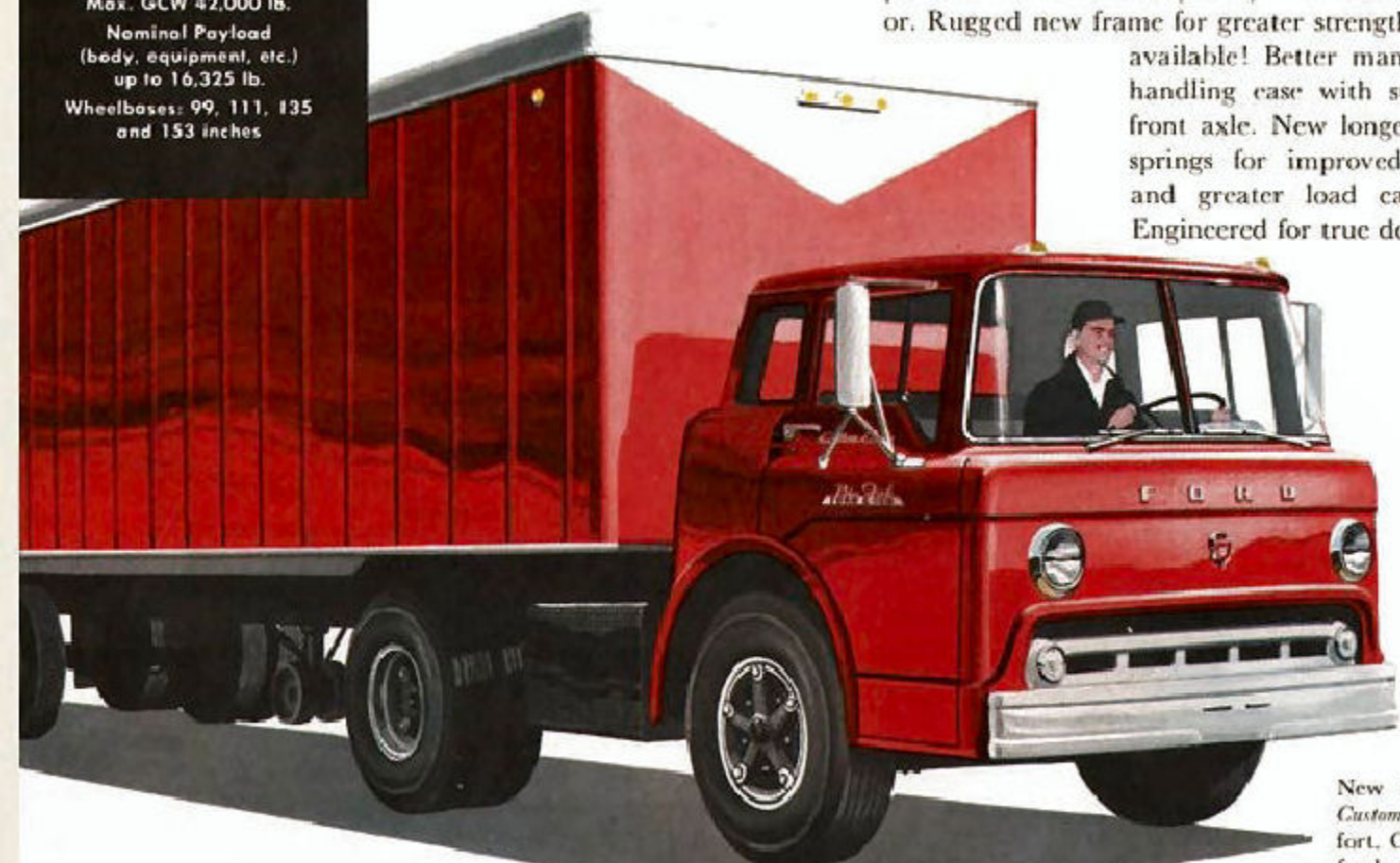


Packer-type garbage body of 20-cubic yard capacity mounted on 153-inch wheelbase C-800 truck.

C-750

Max. GVW 23,000 lb.
Max. GCW 42,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 16,325 lb.
Wheelbases: 99, 111, 135
and 153 inches

Bigger payloads by far... up to 8 tons! And there's the powerful new 302 Heavy Duty V-8 with 4-barrel carburetor. Rugged new frame for greater strength. Full-air brakes available! Better maneuverability and handling ease with sturdy wide-track front axle. New longer front and rear springs for improved riding comfort and greater load carrying capacity. Engineered for true dependability.



New Ford C-750 tractor with Custom cab for real driver comfort. Compact 99-inch wheelbase for longer trailers, easy handling.

New higher horsepower for performance-plus! Choice of 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8. Increased capacity, and new optional 23,000-pound GVW, with Heavy Duty components. New Synchro-Silent 5-Speed transmissions and 16,000-pound rear axles, Single- or 2-Speed, available. Four wheelbases for bodies 9 to 20 feet long. New longer springs, wide track front axle, stronger frame and front shock absorbers standard. The new C-700 models are designed for top performance and long-lasting durability.

Automatic transmission! New big-duty Transmatic Drive with six forward speeds optional in all Tilt Cab models! Available approximately June 1, 1957.



Ford C-700 with 12-foot refrigerated meat body, 111-inch wheelbase.



C-700 with Custom Cab and 13-foot line construction body on 135-inch wheelbase.

*Optional rating requires—
16,000-lb. rear axle,
HD rear springs and
Heavy Duty V-8 engine.

C-600

GVW 18,000 lb.
Opt. GVW 20,500 lb.*
GCW 29,000 lb.
Opt. GCW 32,000 lb.*
Nominal Payload
(body, equipment, etc.)
up to 14,675 lb.
Wheelbases: 99, 111, 135
and 153 inches



Highway-sure, C-600 tractor and furniture-van trailer... modern, fast mover.



Bottler's delight, 135-inch wheelbase C-600 with open pallet-type 15-foot bottler's body.

Get more work done faster with this new and agile two-tonner! Choice of modern V-8 Short Stroke power... 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8. Bigger payloads with optional 20,500-pound GVW and Heavy Duty components. Rugged new 6,000-pound wide-track, set-back front axle. New 5-Speed transmissions available. Four wheelbases for bodies up to 20 feet long.

*Optional rating requires—
15,000-lb. rear axle, 9 1/2" x 3"
parking brake, HD auxiliary
rear springs and larger tires.



Husky 12-foot Platform-Stake body, factory installed on C-550. Nominal payload up to 11,310 pounds.

Designed for new earning power! GVW up to 18,000 pounds. Higher horsepower with modern Short Stroke engines, new 181-hp 272 V-8 or 178-hp 272 Heavy Duty V-8 (with Transmatic Drive). Stronger more durable frame, larger front brakes, longer and wider springs for improved ride. Big capacity, 6,000-pound, wide-track front axle standard. 5-Speed transmissions and electric-shift 2-Speed rear axles available. The most rugged truck in its class!

C-550

Max. GVW 18,000 lb.
Max. GCW 25,000 lb.
Nominal Payload
(body, equipment, etc.)
up to 13,500 lb.
Wheelbases: 99, 111, 135
and 153 inches

Ford C-550, 111-inch wheelbase, with 12-foot closed beverage body for efficient service.



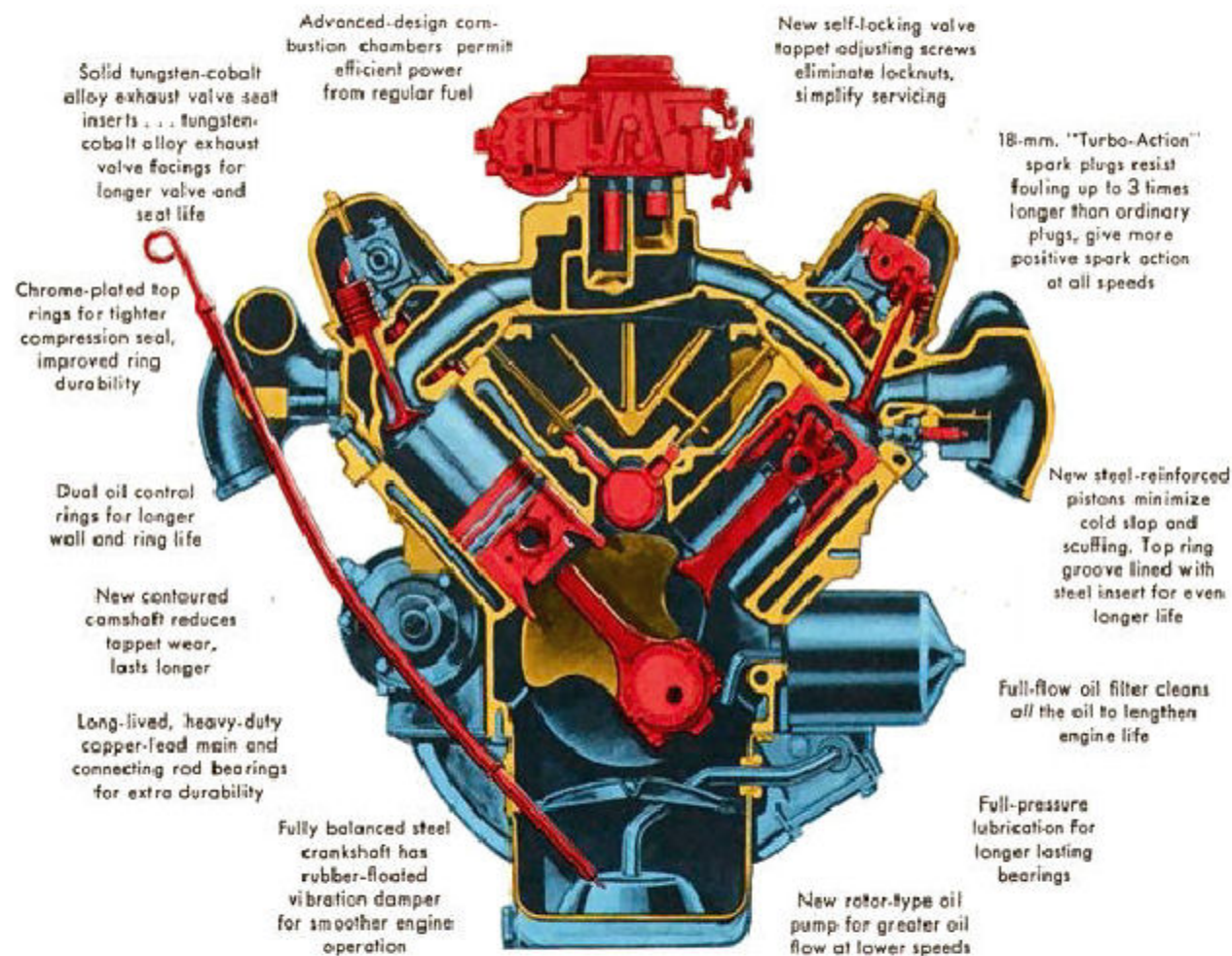
FORD stretches engine life with SHORT STROKE design

The most efficient power in trucks today—Ford Short Stroke engines. They reduce internal friction . . . save moving parts wear . . . save gas and oil . . . give you more usable power. And, most important of all, they last longer.

Ford's truly modern metallurgy, tooling and assembly methods make possible many other important advances. The forged-steel crankshaft* provides greater rigidity

and stability to withstand the toughest truck operations. Cylinder heads of all the Heavy Duty engines are stress-relieved to provide even metal expansion without strain for less warpage. Integral valve guides, cast as part of the cylinder heads, provide better heat transfer. New pistons in 302 and 332 Heavy Duty V-8's plus closer limits in assembly reduce oil consumption and add greatly to cylinder life.

*Forged steel crankshaft used on 302 HD and 332 HD V-8's. Precision-molded alloy iron crankshaft used on 272 and 272 HD V-8's.



332 Heavy Duty V-8 Engine Features

Solid tungsten-cobalt alloy exhaust valve seat inserts . . . tungsten-cobalt alloy exhaust valve facings for longer valve and seat life

Advanced-design combustion chambers permit efficient power from regular fuel

New self-locking valve tappet adjusting screws eliminate locknuts, simplify servicing

18-mm. "Turbo-Action" spark plugs resist fouling up to 3 times longer than ordinary plugs, give more positive spark action at all speeds

Chrome-plated top rings for tighter compression seal, improved ring durability

New steel-reinforced pistons minimize cold stop and scuffing. Top ring groove lined with steel insert for even longer life

Dual oil control rings for longer wall and ring life

Full-flow oil filter cleans all the oil to lengthen engine life

New contoured camshaft reduces tappet wear, lasts longer

Full-pressure lubrication for longer lasting bearings

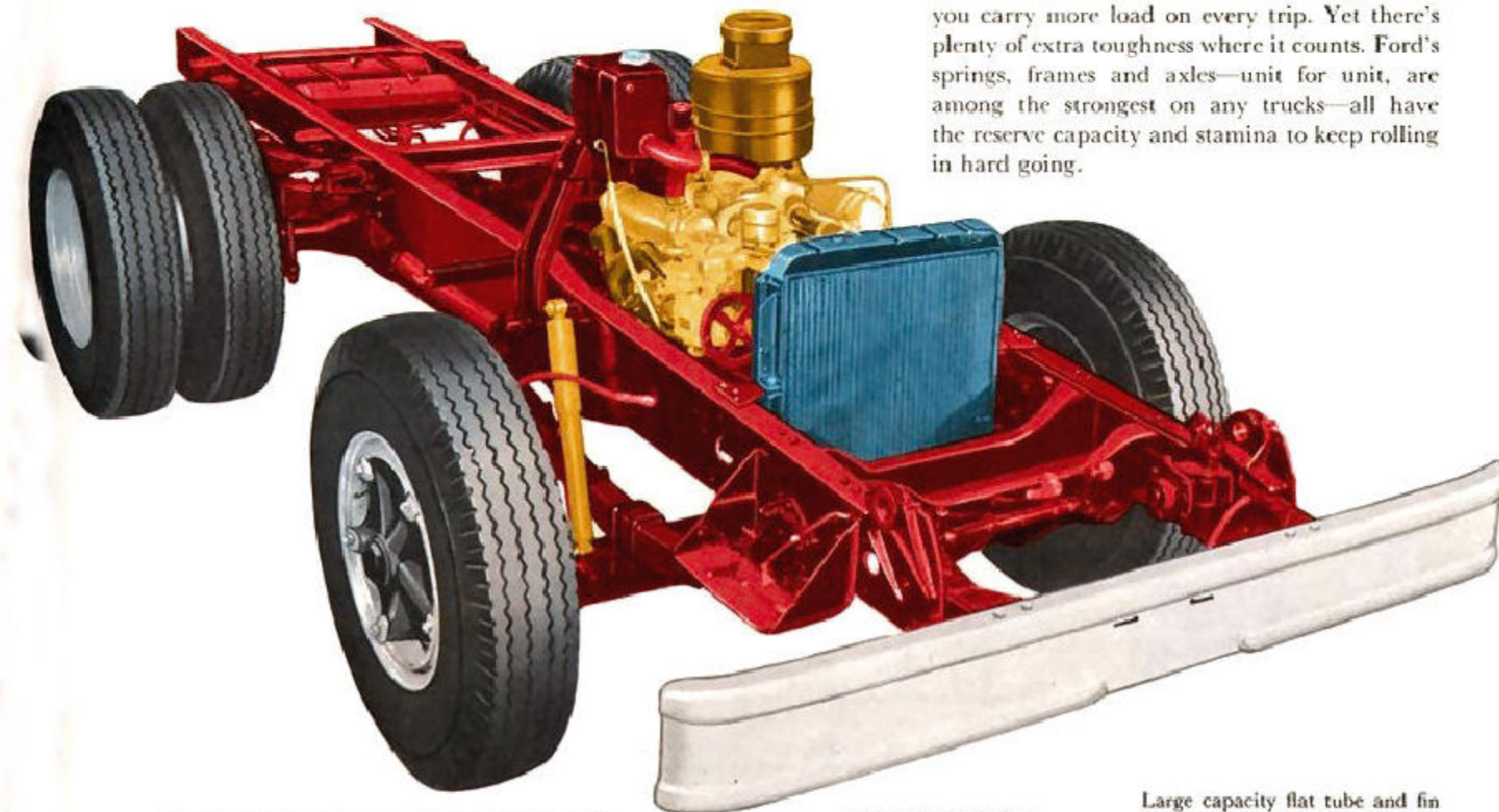
Long-lived, heavy-duty copper-lead main and connecting rod bearings for extra durability

Fully balanced steel crankshaft has rubber-floated vibration damper for smoother engine operation

New rotor-type oil pump for greater oil flow at lower speeds

FORD TILT CABS handle bigger payloads with rugged chassis construction

New GVW and GCW ratings boost payload capacities of Ford's C-Series trucks to an all-time high! Ford's strong clean-cut chassis design pares away useless, unwanted dead weight, lets you carry more load on every trip. Yet there's plenty of extra toughness where it counts. Ford's springs, frames and axles—unit for unit, are among the strongest on any trucks—all have the reserve capacity and stamina to keep rolling in hard going.



C-900 Chassis Shown

TRANSMATIC DRIVE—New, fully automatic truck transmission, optional on all models with Heavy Duty V-8 engines, for smooth effortless driving. Six automatic forward speeds for correct application of power under all driving conditions. Available approximately June 1, 1957.

Large capacity flat tube and fin radiator with spherical top tank gives high cooling efficiency. Durable U-type support.

Durable tie rod ends are spring-loaded, ball-socket type, with dust shields, for automatic wear take-up.

Rugged channel bumper attached directly to frame, for greater strength and rigidity.

Wider front frame width of 38 inches permits low V-8 engine mounting with roomy engine accessibility.

High-capacity 12-volt battery gives faster all-weather starting, more capacity to handle heavier electrical loads.

Synchro-Silent transmission is standard on all models for faster, easier shifting.

Straight-line drive with large-diameter tubular propeller shafts—gives smooth power flow.

Long, easy-action front springs have double-wrapped front eyes for greater safety.



Super-Filter Air Cleaner with reusable cellulose-fiber dry element stops 90% of the dirt that would get through ordinary cleaners. Quick, easy servicing—simply tap any dirt out and element can be reused.



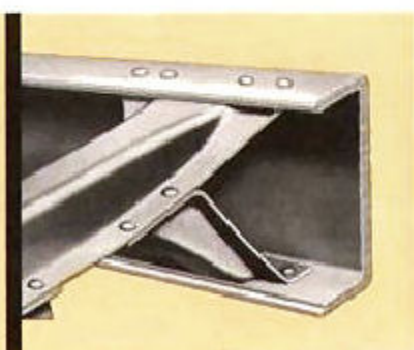
Engine Air Intake behind cab door for fresh air supply at all times. Standard thermostatic control regulates intake for best air temperature and greater efficiency with 302 and 332 HD V-8's.



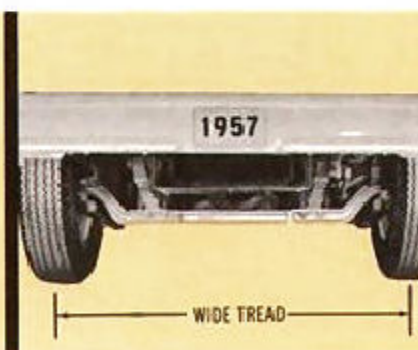
Four-Barrel Carburetor automatically regulates gas consumption for top economy under all conditions. Two primary barrels furnish fuel-air mixture normally required, second two barrels come in as needed for extra power.



New Hydraulic Clutch—works like hydraulic brakes to reduce foot pressure, make shifting easier. Minimizes clutch chatter, simplifies maintenance. Master cylinder is on driver's side of cowl.



Deeper Double-channel Frame Rails—engineered for extra strength, highly resistant to twist and weave. Frame side rails have channel reinforcement between springs (C-750 and up).



New Front Axle—modified I-beam construction. High-capacity, wide-tread, set-back front axle provides greater load capacity, shorter turning, more steering stability.



181-hp 272 V-8
(std.—C-550, C-600, C-700)
2-Barrel Carburetor
Brake Horsepower—181 @ 4400 rpm
Torque—262 lbs.-ft @ 2200-2700 rpm



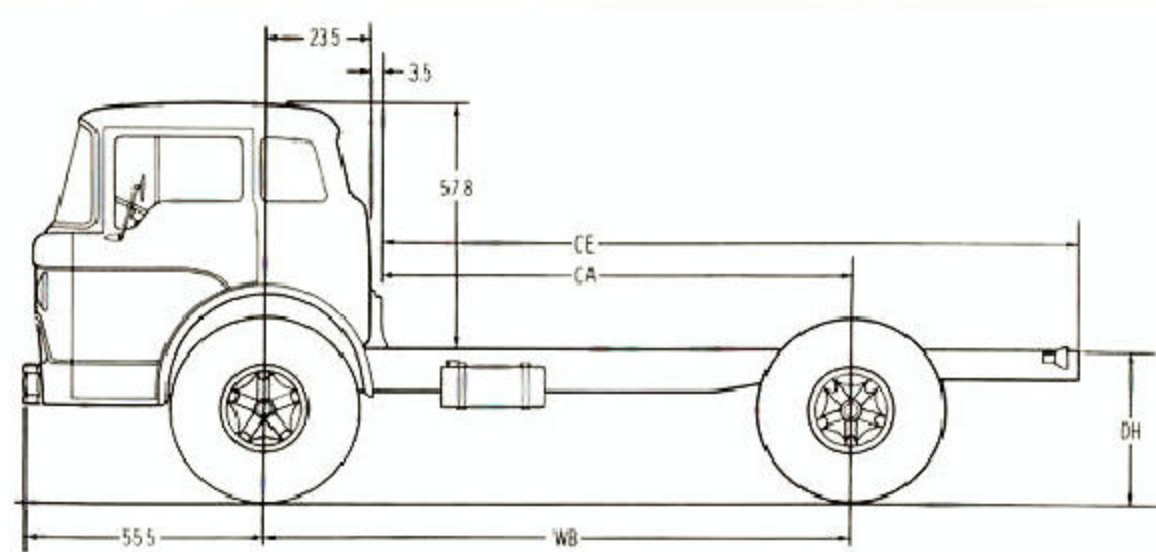
178-hp 272 HD V-8
(opt.—C-550*, C-600, C-700)
4-Barrel Carburetor
Brake Horsepower—178 @ 3800 rpm
Torque—260 lbs.-ft @ 2100-2900 rpm
*with Transmatic drive only



196-hp 302 HD V-8
(std.—C-750)
4-Barrel Carburetor
Brake Horsepower—196 @ 3800 rpm
Torque—299 lbs.-ft @ 2500 rpm



212-hp 332 HD V-8
(std.—C-800, C-900)
4-Barrel Carburetor
Brake Horsepower—212 @ 3800 rpm
Torque—328 lbs.-ft @ 2500 rpm



DIMENSIONS AND CHASSIS-CAB WEIGHTS

MODEL	WB (in.)	CA* (in.)	CE (in.)	Body Lengths (ft.)	H (in.)			Curb Weights* (lb.)			H (in.)			Curb Weights* (lb.)		
					Empty	Loaded	8-22.5 8 PR, F & DR Tires	Front	Rear	Total	Empty	Loaded	8-22.5 8 PR, F 9-22.5 10 PR, DR Tires	Front	Rear	Total
C-550 GVW 18,000 lb.	99	72	123.24	9-11	32.3	28.8	3780	1550	5330	33.8	30.3	3826	1730	5556†		
	111	84	135.24	10-13	32.3	28.8	3790	1575	5365	33.8	30.3	3836	1755	5591†		
	135	108	168.00	13-16	32.3	28.8	3820	1620	5440	33.8	30.3	3866	1800	5666†		
	153	126	186.00	16-20	32.3	28.8	3850	1670	5520	33.8	30.3	3896	1850	5746†		
C-600 GVW 18,000 lb. OPT. GVW 20,500 lb.	99	72	123.24	9-11	34.1	30.6	3867	1749	5616	34.8	31.3	3900	1877	5777††		
	111	84	135.24	10-13	34.1	30.6	3877	1774	5651	34.8	31.3	3910	1902	5812††		
	135	108	168.00	13-16	34.1	30.6	3907	1819	5726	34.8	31.3	3940	1947	5887††		
	153	126	186.00	16-20	34.1	30.6	3927	1859	5786	34.8	31.3	3960	1987	5947††		
C-700 GVW 22,000 lb. OPT. GVW 23,000 lb.	99	72	123.24	9-11	34.1	32.2	3942	1966	5908 [§]	34.1	32.2	3978	2036	5994 ^{§§}		
	111	84	135.24	10-13	34.1	32.2	3952	1991	5943 [§]	34.1	32.2	3988	2061	6029 ^{§§}		
	135	108	168.00	13-16	34.1	32.2	3982	2036	6018 [§]	34.1	32.2	4018	2106	6104 ^{§§}		
	153	126	186.00	16-20	34.1	32.2	4002	2076	6078 [§]	34.1	32.2	4038	2146	6164 ^{§§}		
C-750 GVW 23,000 lb.	99	72	123.24	9-11	33.3	31.5	4555	2010	6565	34	32.2	4581	2087	6668 [§]		
	111	84	135.24	10-13	33.3	31.5	4565	2025	6590	34	32.2	4591	2102	6693 [§]		
	135	108	168.00	13-16	33.3	31.5	4655	2090	6745	34	32.2	4681	2167	6848 [§]		
	153	126	186.00	16-20	33.3	31.5	4690	2135	6825	34	32.2	4716	2212	6928 [§]		
C-800 GVW 26,000 lb.	99	72	123.24	9-11	35.1	32.9	4725	2180	6905	35.7	33.5	4725	2332	7057 [§]		
	111	84	135.24	10-13	35.1	32.9	4735	2200	6935	35.7	33.5	4735	2352	7087 [§]		
	135	108	168.00	13-16	35.1	32.9	4820	2265	7085	35.7	33.5	4820	2417	7237 [§]		
	153	126	186.00	16-20	35.1	32.9	4860	2305	7165	35.7	33.5	4860	2457	7317 [§]		
C-900 GVW 30,000 lb.	99	72	123.24	9-11	36.1	33.7	4790	2530	7320	36.7	34.3	4790	2575	7365 [§]		
	111	84	135.24	10-13	36.1	33.7	4800	2545	7345	36.7	34.3	4800	2590	7390 [§]		
	135	108	168.00	13-16	36.1	33.7	4885	2615	7500	36.7	34.3	4885	2660	7545 [§]		
	153	126	186.00	16-20	36.1	33.7	4925	2655	7580	36.7	34.3	4925	2700	7625 [§]		

* CA dimensions are from back of saddle at rear of cab to centerline of rear axle. † All weights are estimated. Curb weights include standard cab and equipment, full tank of fuel, oil and lubricants. ‡ Tires for regular GVW. § Tires for optional GVW. ¶ Includes required power brakes. †† Includes required 15,000-lb. rear axle and 7-leaf auxiliary rear springs. ‡‡ Includes required type of HD rear springs. §§ Includes required 16,000-lb. rear axle and 10-leaf HD rear springs.

CHASSIS-CAB EQUIPMENT AND COLORS

Chassis with Standard Cab

In addition to items listed on specification page

- Air Wing Ventilators in Doors
- Ammeter
- Ash Receptacle
- Battery—55 amp-hr (C-550, C-600)
70 amp-hr (C-700 thru C-900)
- Cab All-Weather Ventilation
- Channel Front Bumper
- Choke Control
- Defroster Vents
- Dispatch Box
- Door Lock, Right Side
- Fuel Gauge
- Two-Piece Full-Wrap Windshield
- Governor, Engine (HD V-8's)
- Hand Throttle
- Horns: Twin Electric (C-700—C-900)
Single Electric (C-550, C-600)
- Inboard Cab Step
- Light Switch
- Mechanical Jack (C-550, C-600)
- Mirror, Rearview, Outside Left
- Oil Pressure Gauge
- Shock Absorbers, Front
- Sound Deadener on Doors
- Spare Tire Carrier (C-550, C-600)
- Speedometer
- Sun Visor, Left Side
- Tachometer (302 and 332 HD V-8's)
- Water Temperature Gauge
- Windshield Wipers, Dual Electric

Custom Cab Features

In addition to Standard Cab Equipment

- Color-keyed, three-tone upholstery with bolster on split seat back
 - Full foam-rubber cushioning—5 inches in seat, 1 1/4 inches in driver's section of seat back
 - Perforated thermoacoustic headlining backed by 1/2-inch glass-wool insulation
 - Sound deadener on floor and rear cab panel
 - Fold-down arm rest on driver's side
 - Large dome light with manual switch
 - Two adjustable sun visors
 - Illuminated cigar lighter
- EXTERIOR**
- "Custom Cab" emblem on each door
 - Bright-metal reveal molding around windshield
 - Matched key locks on both doors

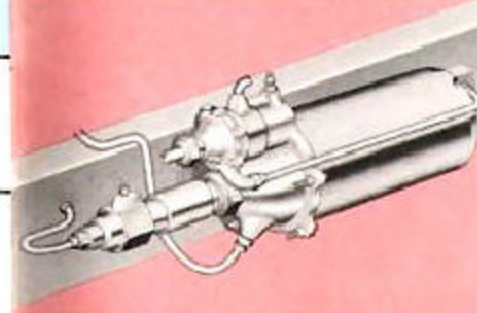
STANDARD COLORS: Choice of Vermilion, Midnight Blue, Stormist Blue, Woodsmoke Gray, Raven Black, Colonial White, Meadow Green, Willow Green, Inca Gold or Prime (on cab, interior metal, inboard cab step and stake body). Painted Colonial White are grille, including parking lights, outside mirror arm and bracket, and bumper. Headlight rims bright metal.

FORD TRUCK ACCESSORIES AND OPTIONS



Master-Guide Power Steering—now available in C-750 through C-900 Series—cuts steering effort as much as 75%! Operative at all times, this Ford system saves wheeling time *everywhere!*

MagicAir System provides heating, ventilating and defrosting all in one unit. Helps you feel better, drive better... more safely. Pressurized fresh air. Selective temperature control.



Air-Over-Hydraulic Brake System supplies air pressure to a 4 1/2-inch air booster, which multiplies hydraulic braking action instantly, smoothly... gives stopping ability needed for extra-heavy-duty work. Available on C-700 through C-900.

Ford Truck Radio—transistor-powered type offers "pleasant company" while driving. Large tuning knob, variable tone control, off-on switch and volume control—all in a conveniently located cluster for easy operation.



Full-Air Brake System (optional on C-700 through C-900) includes a 7 1/4-cubic foot compressor, governor, necessary valves, two reservoir tanks with safety valve and drain cocks, pressure gauge and buzzer, treadle-type pedal and air windshield wipers.

New Windshield Washers—two adjustable nozzles, with two orifices each, provide four separate water sprays so wipers can remove dirt, mud and traffic film. Handy foot plunger gives more dependable action under all conditions.



Full-view Mirror has a x 6 16-inch reflecting surface for maximum side and rear visibility. Mirror swings in a convenient arc for easy adjustment.

Sealed Beam Spotlight has big six-inch face and convenient control switch on handle. Can be located on right or left side to permit its powerful beam to be aimed in almost any direction.



ADDITIONAL FORD TRUCK ACCESSORIES AND OPTIONAL EQUIPMENT

- Air Cleaner—HD Super-Filter, 1,500 sq. in. (C-550, C-600, C-700)
- Arm Rest—Std. Cab
- Battery—70 amp-hr (C-550, C-600)
- Brakes—Vacuum Booster (C-550)
- Cab—Custom
- Cigar Lighter—Illuminated, Std. Cab
- Clutch—11-inch HD (C-550, C-600)
- Directional Turn Signals
- Dome Light—Std. Cab
- Dual Exhausts (302 and 332 HD V-8's)
- Electric Shaver
- Fan—HD 5-Blade (C-550 thru C-750)
- Fire Extinguisher—1 1/2-qt.
- Floor Mats—Heavy-Duty
- Generators—30 amp. Low-Cut-In 40 amp. 600 watt; 50 amp. 750 watt; 60 amp. 900 watt
- Glass—Tinted
- Governor—For 181-hp 272 V-8
- Heater and Defroster—Recirculating
- Horns—Air (with Air-equipped C-700, through C-900)
- ICC Clearance Lights, Front
- Jack—Hydraulic, 5- and 8-ton
- Locking Gas Cap
- Mirror—Right, Non-telescopic; Left and Right, Telescopic
- Reflector Flares (3 in Kit) with Flags
- Safety Package "A" and Seat Belts
- Seat Covers
- Shock Absorbers, Rear—Double-Acting, Telescopic (C-550 and C-600)
- Spare Tire
- Spare Tire Carrier (C-700, C-750, C-800, C-900)
- Spare Tire Lock and Chain
- Splash Guards with Brackets
- Spotlight—Portable
- Sun Visor—Right Side, Std. Cab
- Tachometer (for 272 HD V-8)
- Taillight—Right Side
- Thermostatically Controlled Carburetor Air Intake (272 and 272 HD V-8's)
- Tires—Tube-type
- Tow Hooks, Front
- Vacuum Reserve Tank—1,000 cu. in.

Specifications

C-700—GVW 22,000 LB.; OPT. 23,000 LB.*
—GCW 35,000 LB.

C-550—GVW 18,000 LB.
—GCW 25,000 LB.

C-600—GVW 18,000 LB.;
—GCW 29,000 LB.;

OPT. 20,500 LB.*
OPT. 32,000 LB.*

C-750—GVW 23,000 LB.
—GCW 42,000 LB.

C-800—GVW 26,000 LB.
—GCW 50,000 LB.

C-900—GVW 30,000 LB.
—GCW 60,000 LB.

*With Heavy-Duty Equipment

ENGINES	272 V-8	272 HD V-8	302 HD V-8	332 HD V-8
Model Application	C-550, C-600, C-700 (Std.)	C-550*, C-600, C-700 (Opt.)	C-750 (Std.)	C-800, C-900 (Std.)
Displacement (cu. in.)	272	272	302	332
Bore x Stroke (in.)	3.62 x 3.30	3.62 x 3.30	3.62 x 3.66	3.80 x 3.66
Compression Ratio (to 1)	8.3	7.6	7.6	7.6
Max. Gross Horsepower @ rpm	181 @ 4400	178 @ 3800	196 @ 3800	212 @ 3800
Max. Gross Torque (lbs-ft @ rpm)	262 @ 2200-2700	260 @ 2100-2900	299 @ 2500	328 @ 2500
Governor (3600 rpm)	—	← Vacuum, Rotor-Controlled →	← Vacuum, Rotor-Controlled →	← Vacuum, Rotor-Controlled →
Carburetor	Two-Venturi, Downdraft	← Four-Venturi, Downdraft →	← Four-Venturi, Downdraft →	← Four-Venturi, Downdraft →
Oil Filter	← Full-Flow, Replaceable Element →	← Full-Flow, Replaceable Element →	← Full-Flow, Replaceable Element →	← Full-Flow, Replaceable Element →
Air Cleaner, Dry Element (sq. in.)	1200	1200	2400	2400

*with Transmatic Drive only

SERIES	C-550	C-600	C-700	C-750	C-800	C-900
AXLE, FRONT (Set Back, Wide Tread)	Capacity, Lb. 6000	6000	7000	7000	9000	9000
AXLE, REAR	Capacity, Lb. 13000	14000 (15000)	15000 (16000)	16000	18000	21000
Full Fl. = Full floating Sp. Bev. = Spiral Bevel	SINGLE-SPEED Type Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Hypoid—Full Fl.	Sp. Bev.—Full Fl.	Sp. Bev.—Full Fl.
Available Axle Ratios (to 1)	5.83—6.20	6.20—6.80—7.20	7.2—7.17	7.17	7.17—7.67	7.67—7.17
TWO-SPEED Type 2-Speed Planet (13000)	2-Speed Planet (14-15000)	2-Speed Planet (15-16000)	2-Speed Planet	2-Speed Planet	2-Speed Planet	2-Speed Planet
Axle Ratios (to 1)	5.83/8.11-6.33/8.81	5.83/8.11-6.33/8.81	6.33/8.81-6.50/9.04	6.50/9.04	6.50/8.87-7.17/9.77	7.17/9.77
BRAKES, SERVICE (Hydraulic)	Size—Front, In. 14 x 2½	14 x 2½	16 x 2½	16 x 2½	16 x 2½	16 x 2½
* = C-750 Brakes w/16000-lb. axles	—Rear, In. 15 x 4	15 x 4	15 x 4½*	15 x 5	16 x 5	16 x 6
F = Front R = Rear	Total Area (Sq. In.) Lining—Drum 388—597	388—597	419—650*	449—698	489—729	556—830
Single Unit Vacuum Booster—Type—Size	Opt.—Diaphragm, 8½	Std.—Diaphragm, 8½	Std.—Diaphragm, 10½	Std.—Diaphragm, 10½	Std.—Diaphragm, 10½	Std.—Piston, 9½
Optional Air-Over-Hydraulic Actuation of Std. Brakes			Air Booster, 4½	Air Booster, 4½	Air Booster, 4½	Air Booster, 4½
BRAKES, HAND Drum-Driveshaft	Size—Lining Area (Sq. In.) 7.81" x 2.5"—57.7	7.81" x 2.5"—57.7	9.5" x 3.0"—89.1	9.5" x 3.0"—89.1	10.5" x 3.0"—97.7	10.5" x 3.0"—97.7
* = w/Transmatic Drive	9.5" x 3.0"—89.1*	9.5" x 3.0"—89.1		10.5" x 3.0"—97.7*		
CLUTCH (Gyro-Grip)	Diameter, In.—Frictional Area (Sq. In.) 11—123.7	11—123.7	11 Heavy Duty—123.7	12—149.2	12—149.2	12—149.2
TRANSMISSION	Unit 4-Speed	4-Speed	4-Speed	MD 5-Speed Direct	HD 5-Speed Direct	HD 5-Speed Direct
MD = Medium Duty HD = Heavy Duty EHD = Extra Heavy Duty * = Synchronized Speeds	Ratios (to 1)—First 6.40	6.40	6.40	7.08	7.58	7.58
	Second 3.09*	3.09*	3.09*	4.09	4.38*	4.38*
	Third 1.69*	1.69*	1.69*	2.38	2.40*	2.40*
	Fourth 1.00*	1.00*	1.00*	1.47*	1.48*	1.48*
	Fifth			1.00*	1.00*	1.00*
	Reverse 7.82	7.82	7.82	7.012	7.51	7.51
† = Transmatic Drive available about 5/1/57. Not available with 2-speed axle.	Power Take-off Locations Right Side	Right Side	Right Side	Both Sides	Both Sides	Both Sides
‡ = Requires HD engine	OPTIONAL—Type MD 5-Speed Overdrive MD 5-Speed Direct Transmatic Drive†‡	MD 5-Speed Overdrive MD 5-Speed Direct Transmatic Drive†‡	MD 5-Speed Overdrive MD 5-Speed Direct Transmatic Drive†‡	MD 5-Speed Overdrive HD 5-Speed Overdrive Transmatic Drive†	HD 5-Speed Overdrive EHD 5-Speed Overdrive, Transmatic Drive†	HD 5-Speed Overdrive EHD 5-Speed Overdrive Transmatic Drive†
FRAME	Max. Side Rail, In.—Depth x Flange x Thickness 9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25	9.5 x 3.0 x 0.25*	9.5 x 3.0 x 0.25*	9.5 x 3.0 x 0.25*
*Channel Reinforcement	Section Modulus 9.95	9.95	9.95	14.93	14.93	14.93
FUEL TANK	Gal. Capacity—Frame-Mounted 18—Left Side	18—Left Side	18—Left Side	18—Left Side	18—Left Side	18—Left Side
STEERING GEAR	Ratio 20.5 to 1	20.5 to 1	20.5 to 1	24.4 to 1*	24.4 to 1*	24.4 to 1*
* = Power Steering Available	Steering Wheel—Dia. 20"	20"	20"	20"	20"	20"
SPRINGS, FRONT	Size (Length x Width) 57" x 2.5"	57" x 2.5"	57" x 3"	57" x 3"	57" x 3"	57" x 3"
* = At Normal	No. Leaves—Deflection Rate (Lb. per In.) 7—541	7—541	7—609	7—609	9—777	9—777
Deflection	*Capacity (At Spring Pad)—per Spring 2700 lb.	2700 lb.	3000 lb.	3000 lb.	4000 lb.	4000 lb.
SPRINGS, REAR	Size (Length x Width) 52" x 2.5"	52" x 2.5"	56" x 3"	56" x 3"	56" x 3"	56" x 3"
* = At Normal	No. Leaves—Deflection Rate (Lb. per In.) 10—1226	10—1226	9—1225	9—1225	10—1425	10—1650
Deflection	*Capacity (At Spring Pad)—per Spring 4500 lb.	4500 lb.	4750 lb.	4750 lb.	5750 lb.	6650 lb.
OPTIONAL	Size (Length x Width) 56" x 3"	56" x 3"	56" x 3"	56" x 3"	56" x 3"	56" x 3"
	No. Leaves—Deflection Rate (Lb. per In.) 10—1425	10—1425	10—1425	10—1425	10—1650	11—2030
	*Capacity (At Spring Pad)—per Spring 5750 lb.	5750 lb.	5750 lb.	5750 lb.	6650 lb.	7400 lb.
Aux. = Auxiliary	Auxiliary Size (Length x Width) 37" x 2.5"	37" x 2.5", 37" x 2.5"	37.5" x 3"	37.5" x 3"	37.5" x 3"	37.5" x 3"
	No. Leaves—Deflection Rate (Lb. per In.) 6—1400	6—1400, 7—1540	7—975	7—975	7—975	7—1750
	*Capacity (At Spring Pad)—per Spring 1700 lb.	1700 lb., 2750 lb.	2050 lb.	2050 lb.	2050 lb.	2600 lb.
	Combined Capacity—Main and Aux. (Lb.) 6200	6200 (7250)	6800 (7800)	6800 (7800)	7800 (8700)	9250 (10,000)
WHEELS AND RIMS	Number—Size: Standard 7d.—22.5 x 5.25	7d.—22.5 x 6.0	c.s.—22.5 x 6.0	c.s.—22.5 x 6.75	c.s.—22.5 x 6.75	c.s.—22.5 x 7.5
c.s. = 4 cast spoke wheels and 7 demountable rims	2d.—22.5 x 5.25 and 5d.—22.5 x 6.0	2d.—22.5 x 6.0 and 5d.—22.5 x 6.75	c.s.—22.5 x 6.75	c.s.—22.5 x 7.5	c.s.—22.5 x 7.5	c.s.—22.5 x 8.25
d. = disc wheels with integral rims	Optional 7d.—22.5 x 6.0	7d.—22.5 x 6.75	7d.—22.5 x 6.75, 6 Stud	7d.—22.5 x 6.75, 8 Stud	7d.—22.5 x 7.5, 8 Stud	7d.—22.5 x 7.5 or 8.25
			7d.—22.5 x 6.75, 8 Stud		7d.—22.5 x 7.5, 10 Stud	c.s.—24.5 x 7.5 or 8.25
						7d.—24.5 x 7.5
TIRES	Size—Ply Rating: Standard 7-22.5—8 F & DR	8-22.5—8 F & DR	8-22.5—8 F & DR	9-22.5—10 F & DR	10-22.5—10 F & DR	11-22.5—12 F & DR
F = Front DR = Dual Rear Tube-type tires also available	8-22.5—8 or 10 F & DR	8-22.5—8 F & 9-22.5—10 DR	8-22.5—8 F & 9-22.5—10 DR	10-22.5—10 F & DR	11-22.5—12 F & DR	12-22.5—12 F & DR
	Optional 8-22.5—8 F & 8-22.5—10 DR	9-22.5—10 or 12 F & DR	9-22.5—10 F & DR		11-24.5—12 F & DR	12-22.5—14 F & DR
						12-24.5—12 F & DR

Optional equipment, shown in bold face italics, is available at extra cost

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