

SERIES
F-800

Max. G.V.W.
22,000 lbs.

Max. G.C.W.
48,000 lbs.



FORD *TRIPLE ECONOMY* TRUCKS

FOR 1954

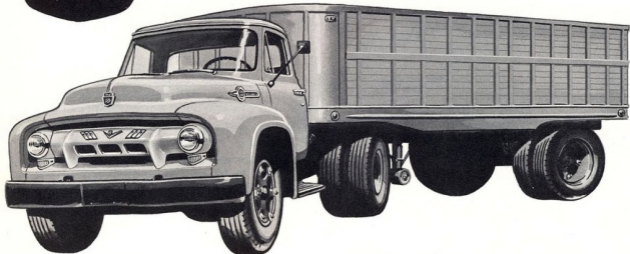
give you more truck for your money!

**NEW F-800
BIG JOB
TRACTOR**

Max. G.C.W.
48,000 lbs.

Wheelbases:
132 and 144 in.

A High-Powered Tractor-Trailer for Extra Heavy Duty Hauling



BIG POWER RESERVES

On hills, on straightaways, Ford's all-new V-8 power with high compression provides instant response and flexibility at all speeds! New Low-FRICTION overhead-valve design converts more power into usable power—yet retains traditional Ford economy.

FLEXIBLE PERFORMANCE

Ford F-800's give you a choice of single or 2-speed rear axles . . . Heavy Duty 5-speed Synchro-Silent transmissions, direct or overdrive . . . vacuum-boosted hydraulic, air-over-hydraulic, or full air brake systems . . . tires up to 10.00-20 . . . and other equipment for flexibility needed to meet your hauling conditions.

TIME-SAVING MANEUVERABILITY

Every easy-handling control, every Driverized Cab feature, has been designed-in to make it easier on the driver by reducing fatigue, conserving energy, saving time and keeping him happy on the job! He gets visibility unlimited, responsive brakes, top handling ease, Master-Guide Power Steering (available), to name a few.

Rugged new Ford F-800's pack the power you need to pull up to 48,000-lbs. gross in the tractor-trailer combination on long or short hauls. You get dependable high-compression performance in the new, Low-FRICTION, 170-h.p. *Cargo King V-8*, the mightiest truck engine Ford has ever built! Short-stroke design cuts piston travel, reduces friction "power waste," liberates more *working power* to the clutch. You save on moving parts wear . . . and get longer life from your engine!

Short-wheelbase F-800 tractors provide easy maneuverability, with a short turning circle . . . a big time- and labor-saver in fast-moving traffic, or when maneuvering in and out of loading docks. New *Master-Guide Power Steering* available, cuts manual steering effort as much as 75%.

Ford F-800's handle any semi-trailer you choose. Available in two wheelbase lengths—132 and 144 inches. With wide equipment choice for greater operating flexibility, you can get a new F-800 *BIG JOB "tailored"* to your exact requirements.

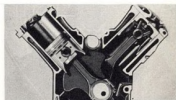
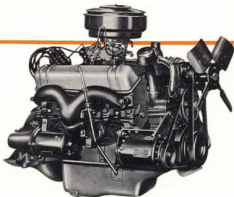


New! High-Compression, Gas-Saving LOW-FRICTION V-8 POWER!

Ford's new LOW-FRICTION 170-h.p. *Cargo King* V-8, the mightiest truck engine Ford has ever built, develops up to 38% more horsepower per cu. in. displacement than other engines in its class! Deep-skirt integral crankcase and wide base flywheel housing provide high structural rigidity for smoother, longer-lived engine performance! Short piston stroke reduces internal friction waste, delivers more power to the clutch . . . with good gas economy. Wherever you haul, Ford's new *Cargo King* V-8 provides instant response and flexibility at all speeds. And low operating and maintenance costs are easy on your pocketbook.

Displacement—317 cu. in.
Brake Horsepower—170 at 3900 r.p.m.
Torque—284 lbs.-ft. at 1700-2300 r.p.m.

Bore—3.80 in.
Stroke—3.50 in.
Compression Ratio—7.2 to 1



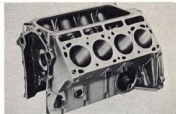
SHORT-STROKE POWER

. . . provides higher efficiency, longer engine life. Piston travel is reduced up to 32% over other engines of comparable displacement, saves on gas, parts wear.



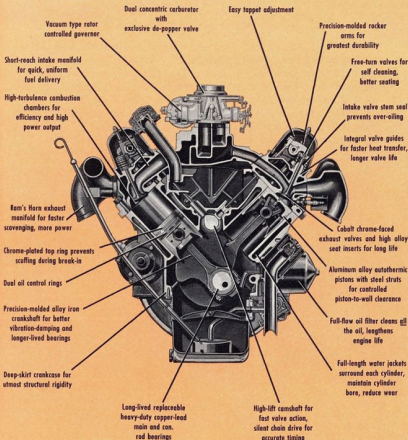
SHORT-REACH MANIFOLDS

. . . for more power, higher torque. The result of improved breathing with bigger duplex intake passages, larger intake valves, greater turbulence, faster scavenging with new Ram's Horn exhaust manifolds and a higher compression ratio.



DEEP-BLOCK DESIGN

. . . with reinforced, deep-skirt crankcase, provides solid foundation for support of crankshaft and greater rigidity to assure maintenance of bearing alignment and smoother engine performance.



FORD'S 3-man

DRIVERIZED CABS

for greater driver-saving efficiency



New **UPHOLSTERY** of full-breathing, woven vinyl feels better, looks better, lasts longer, is easier to clean. Wide seat has non-sag springs, exclusive shock snubbers. Seat and seat back adjust independently.



Every detail of Ford's *Driverized Cab* is designed to keep driver efficiency at its peak! Unlimited visibility for safer, more alert driving with big one-piece curved windshield, 4-ft.-wide rear window and arm-rest deep side windows. New woven vinyl upholstery, exclusive *seat shock snubbers*, spacious door openings, loads of room in every direction, conveniently located controls . . . in fact, *every* feature to keep a driver happy! A happy driver is more efficient . . . and that means greater savings in the human element of truck operation!

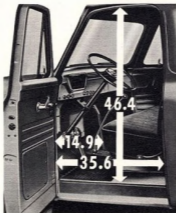
Available with I-REST tinted safety glass!



Big, one-piece curved **WINDSHIELD** with swept-back pillars offers over 938 sq. in. of glass area for eye-saving visibility. Arm-rest-deep side windows. Glare-reducing I-REST tinted safety glass at extra cost.



Full-width, 4-ft.-wide **REAR WINDOW** has 444 sq. in. of glass area, for "no-strain" backing and parking. Ford Triple Economy Trucks offer an all-around total of 294.4 degrees of clear-angle visibility.



Wide **DOOR OPENING** . . . almost a full-yard wide . . . lets the biggest drivers slip in and out easily. Leg and foot room to spare between seat corner and door pillar. Weather-sealing around doors and body joints to keep out dust, fumes, moisture.

DELUXE DRIVERIZED CAB SHOWN OFFERS

14 "CUSTOMIZED" EXTRAS

... It's the Handsomest Cab on the Road!

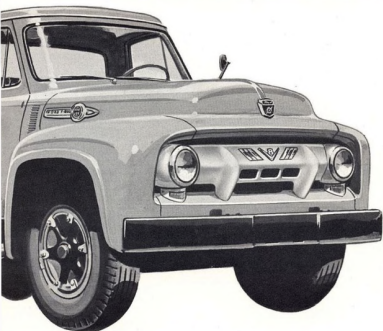
EXTERIOR

1. Bright metal chevrons on grille.
2. Bright metal frames around Air Wing vents.
3. Bright finish drip molding cap.
4. Matched door locks on both doors.
5. Two-tone seat upholstery.
6. Perforated thermacoastic headlining backed by glass wool insulation.
7. Customized door and body trim.
8. Sound deadener on floor and rear cab panels. (Standard on doors).
9. Grip-type arm rest on both doors.
10. Large dome light with automatic door switches.
11. Two adjustable sun visors.
12. Two illuminated cigar lighter.
13. Sturdy lock on dispatch box.

INTERIOR

1. Two-tone seat upholstery.
2. Foam-rubber seat padding.
3. Customized door and body trim.
4. Perforated thermacoastic headlining backed by glass wool insulation.
5. Sound deadener on floor and rear cab panels. (Standard on doors).
6. Grip-type arm rest on both doors.
7. Large dome light with automatic door switches.
8. Two adjustable sun visors.
9. Two illuminated cigar lighter.
10. Sturdy lock on dispatch box.

the toughest trucking jobs with ease!



A driver at the wheel of Ford's F-800 carrying a full load would hardly know he's hauling a mighty 22,000 lbs. G.V.W! So easy are these new *Triple Economy* F-800's to handle, especially with new *Master-Guide* Power Steering . . . in on- or off-the-road operation. F-800 BIG JOBS offer everything needed to haul big loads faster, safer, with less effort and at low cost!

Fifteen models to choose from, *all* with new, high-compression performance in the new 170-h.p. *Cargo King* V-8! Overhead-valve, Low-Friction engine design gives you big power reserves to move heavy loads . . . and move them economically! Ford's 3-man DRIVERIZED Cabs reduce driver fatigue, contribute to driver alertness and efficiency.

Wide equipment choice for flexible performance. Single- or 2-speed rear axles, H. D. 5-speed Synchro-Silent transmissions with direct- or over-drive, tires up to 10.00-20. Vacuum power-operated hydraulic, air-over-hydraulic, or full air brake systems. New *Master-Guide* Power Steering available, reduces as much as 75% of the steering effort.

NEW F-800 BIG JOB CHASSIS-CAB

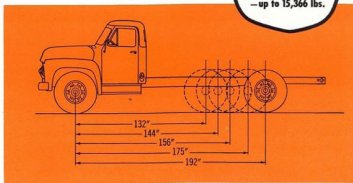
Payload
(body, equipment, etc.)
— up to 15,366 lbs.



ROCK DUMP
132-, 144-, 156-in. wbs.



LIME SPREADER
144-, 156-, 175-in. wbs.



GARBAGE AND SANITATION
144-, 156-, 175-in. wbs.

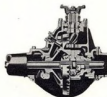


CHICAGO STAKE
156-, 175-, 192-in. wbs.

Here's more for your money in a rugged, extra heavy duty chassis!

- New, Low-Friction, 170-h.p. Cargo King V-8**, with high sustained torque for top performance and economy.
- Master-Guide Power Steering** available; reduces steering effort as much as 75%; gives full time turning ease.
- Ford Power Pilot** fully automatic carburetor-distributor for most power from least gas.
- Integral vacuum-type rotor controlled governor**, for full throttle operation at any speed up to governed r.p.m.
- Heavy-duty oil bath air cleaner**, with dust-tight clamp.
- Large capacity flat tube and fin radiator**, with spherical top tank, for high cooling efficiency.
- Channel bumper** attached directly to extended frame.
- Wide front cross member** with parallel frame allows roomy engine accessibility.
- Engine mounting** rubber-cushioned for long life, smooth operation.
- Long, easy-action front springs**—double-wrapped rear eyes for safety, shackled at front.
- Wide-tread, set-back front axle**, for short turning, more stability, greater maneuverability.

Tachometer available, at extra cost.

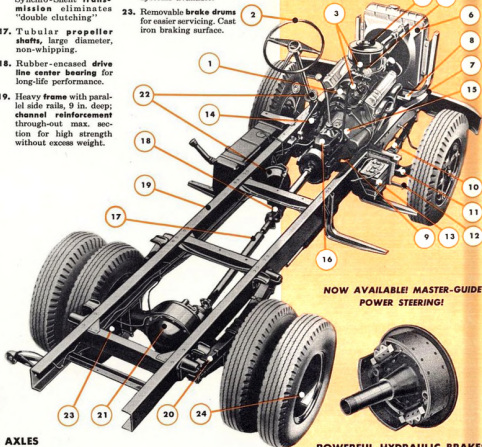


CHOICE OF REAR AXLES

Heavy Duty, single-speed rear axle of spiral bevel, full-floating type standard. Rugged one-piece banjo housing. For positive alignment, pinion is straddle-mounted and ring gear is backed by adjustable thrust plate. High capacity roller bearings throughout. 2-speed planet axle, electric shift, available.

- Tie rod ends** are spring-loaded, ball-socket type, with dust shields, take up wear automatically.
- Battery** safely located away from engine heat.
- Roll-Action steering** for faster, easier handling.
- 12-inch Gyro-Grip clutch** multiplies grip with increased speed; low pedal pressure—high plate pressure.
- Heavy Duty 5-speed Synchro-Silent transmission** eliminates "double clutching"
- Tubular propeller shafts**, large diameter, non-whipping.
- Rubber-encased drive line center bearing** for long-life performance.
- Heavy frame** with parallel side rails, 9 in. deep; channel reinforcement through-out max. section for high strength without excess weight.

- Wide-span 52" x 3" rear springs**, with 37½" x 3" auxiliary, provide balanced load support.
- Heavy Duty spiral bevel full-floating rear axle**. Single speed std., 2-speed with electric shift avail.
- Powerful, self-energizing brakes**, vacuum power-operated; double cylinder, rear, with high-torque, self-centering action for longer life; air-over-hydraulic and full air systems available.
- Removable brake drums** for easier servicing. Cast iron braking surface.



NOW AVAILABLE! MASTER-GUIDE POWER STEERING!

POWERFUL HYDRAULIC BRAKES

Big, self-energizing brakes. Vacuum power-operated, relieves foot pedal pressure, boosts brake shoe pressure over 100%, for smooth, safe stopping. Double cylinder, rear, with self-centering brake shoes. Air-over-hydraulic and full-air systems available at extra cost.



WHEELBASE	DIAM. IN FEET
132"	45.8
144"	49.1
156"	52.4
175"	57.6
192"	62.3

WIDE TRACK, SET-BACK FRONT AXLE . . . for short turning diameter! Wide tread gives greater stability, set-back front axle offers better distribution of load weight.



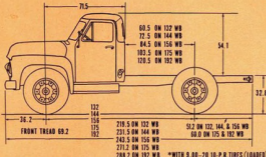
SYNCHRO-SILENT TRANSMISSION

Heavy Duty 5-speed Synchro-Silent transmission, direct-in-fifth, eliminates "double clutching," gives greater safety in "down-shifting"—standard on every F-800 model. Optional: Heavy Duty 5-speed Synchro-Silent transmission with overdrive.

Tires—6.	Gross Vehicle Weight Rating (Severe Service Rating)	Wheelbase (Inches)	*Curb Weight with fuel and water (est.)			*Payload, Body, Equipment, Etc. (kg/22.0)	
			Front (lbs.)	Rear (lbs.)	Total (lbs.)		
Front and Dual Rear			132	3,505	2,965	4,470	13,530
9.00-20	20,000	144	3,540	3,005	6,545	13,485	
10-ply rating		156	3,560	3,045	6,605	13,395	
		172	3,285	3,090	6,375	13,325	
		192	3,700	3,080	6,780	13,220	
		132	3,557	3,077	6,634	15,366	
10.00-20	22,000	144	3,592	3,117	6,709	15,291	
10-ply rating	lbs. 1	156	3,612	3,157	6,769	15,216	
		172	3,637	3,202	6,839	15,161	
		192	3,752	3,192	6,944	15,056	

*For 2-speed axle add 115 lbs. to "rear" and "total" weights and deduct from "payload." For air brakes add 100 lbs. to "front," 200 lbs. to "rear," and 300 lbs. to "total" weights and deduct 300 lbs. from "payload." For 10-ply rating add 30 lbs. to "front," 65 lbs. to "rear," and 95 lbs. to "total" weights and deduct 95 lbs. from "payload." For air hoister add 65 lbs. to "front," 35 lbs. to "rear," 100 lbs. to "total" and deduct 100 lbs. from "payload."

†With Heavy Duty rear springs.



F-800 SPECIFICATIONS

RATINGS: TRUCK—MAX. G.V.W. 22,000 LBS. • TRACTOR-TRAILER—MAX. G.C.W. 48,000 LBS.

AXLE, FRONT	Capacity—lbs.	7,000
Size (Height x Width x Wheel)	Modified I-beam 3.19 x 2.88 x 4.04	
AXLE, REAR	Capacity—lbs.	17,000
Type—Standard	Reduction—Spray Drive—Full-Flanging	
Ask Ratio	Std. 7.17 to 1—Dup. 7.47 to 1	
Out. Axle (Inch) Type	Two-Speed Planet, Full-Flanging	
Ratio		6.90/8.87
BRAKES, SERVICE	Standard—Type	Vacuum Power-Operated, Hydraulic, Two-Shoe Front; Double Drum, Rear; Self-Adjusting
Front Brake (Drum Diam. x Lining Width—Thickness)—In.		16 x 2 1/4 x 1/4
Rear Brake (Drum Diam. x Lining Width—Thickness)—In.		12 x 2 1/4 x 1/4
Total Area—sq. in. Drum—Lining		729—48.6
Booster	Single-unit—Power Chamber, Hyd. Vac. Valve and Slave, 10% Effective Diaphragm	
Optional (Extra Cost)	Air-Over-Hydraulic System with Air Booster and controlled capacity (with extra cost)	
Optional (Extra Cost) Type	Full Air Operated, Heavy Two-Shoe with Slack Adjusters	
Front Brake (Drum Diam. x Lining Width—Thickness)—In.		16 x 2 1/4 x 1/4
Rear Brake (Drum Diam. x Lining Width—Thickness)—In.		16 1/2 x 2 1/4 x 1/4
Total Area—sq. in. Drum—Lining		760—54.6
Compressor	2-Cylinder, Water Cooled, 7 1/2 Cu. Ft. Disp. at 1350 RPM	
Air Reservoir Tanks	Two—80 Cu. In. Cap. Y. Each; Air Gas and Infrared Heater and Air Warning Buzzer	
BRAKE, HAND	Type	Drum and Contracting Band for Rear Transmission on Drive Line
Size (Drum Diam. x Lining Width—Thickness)—In.		10 1/2 x 3 1/2
Total Lining Area—sq. in.		98
BUMPER	Type	Curved, Truck-Type Channel Bolted Direct to Front of Frame Side Rails
Total Frontal Area—sq. in.		149.2
CLUTCH	Type	12-in. Gyro-Grip, Semi-Centrifugal Single Plate
Pressure		149.2
COOLING SYSTEM	Capacity—qt.	26
Radiator	Flat Tube and Fan	
Thermostat	In Engine Water Outlet	
Pan Diameter—In.	16 1/2—18 1/2—18 1/2—18 1/2—18 1/2—18 1/2	
DRIVE LINE	Type	Hutchak, Straight Line Drive
Propeller Shaft	Two, Tubular, Forged Steel Ends	
Diameter, In.	1 1/2 x 1 1/2 (front and rear)	
Weight	3.0 (front)—3.0 (rear)	
Universal Joints—Number, Type	Three, Needle Roller Bearing	
Center Bearing	Three, Needle Roller Bearing	
Universal Joints—Number, Type	Three, Needle Roller Bearing	
Center Bearing	Three, Needle Roller Bearing	
ELECTRICAL SYSTEM	Battery	Heavy Duty 6-Volt, 17-Plate, 120-Amp. H. Capacity
Generator	120-Amp. H. Capacity	
Distributor	Full Vacuum Controlled System, Fully Automatic	
Head Lights	High Torque, Automatic Engagement, Self-cleaning	
Parking Lights	Left-hand Combination Stop and Tail Light; Instrument Lights; Ignition Switch with Key Lock; Circuit Breakers; Voltage Regulator	
ENGINE	170-H.P. CARGO KING V-8	
Bore and Stroke, In.	3.8 x 3.5	
Compression—Ratio	18.5 to 1	
Covered Speed—RPM (factory setting)	3660 (road)—3800 (load)	
Max. Brake Horsepower—RPM	286 @ 1700-2000	
Max. Torque—Lbs.-Ft.—RPM	286 @ 1700-2000	
Compression Ratio	18.5 to 1	
FRAME	Side Rails—Type	Parallel, Channel Section—Tapered Front and Rear
Reinforcement—In.	Channel, Inside Side Rail	
Section Modulus (Depth x Flange x Thick)—In.	8.2 x 2.5 x 1/4	
Section Modulus	13.83	
Channel Members—Type	with Alignment and Channel Section	
Number—12 ^a and 14 ^b W's		
*Channel reinforcements extend from rear brackets of front springs to front brackets of rear springs.		

These specifications were in effect at the time this folder was approved for printing. The Ford Division of the Ford Motor Co., whose policy is one of continuous improvement, reserves the right, however, to discontinue models or change at any time, specifications, design or prices without notice and without incurring any obligation. Availability of equipment, accessories and trim is dependent on material supply conditions.

FORD Division of FORD MOTOR COMPANY • DEARBORN, MICHIGAN

FORD TRIPLE ECONOMY TRUCKS give you MORE truck for your money!

FUEL SYSTEM	Carburetor	Dual Concentric Downdraft
Air Cleaner	Two-Stage	
Fuel Pump and Filter	Diaphragm Type, Driven from Camshaft	
Fuel Tank—Capacity with Carb.	30.0 gal.	
Fuel Filter	Standard	
Fuel Filter	Standard	
LUBRICATION	Full Pressure Feed to All Main, Crankpin and Camshaft Bearings	
Crankcase Capacity	9 Qu. (dry); 8 Qu. (with oil)	
Oil	SAE 30	
SPRINGS	Front	Rear
Semi-Elliptic, Ford Alloy Steel		
Leaf	40 x 2.5	M/A
Number of Leaves and Del. Rate—lbs. per in.	12—260	14—1425
NOTE: Above ratings are for 20,000 lbs. G.V.W. For 22,000 lbs. G.V.W. optional heavy 15-leaf rear main springs (at extra cost) are required—del. rate 1650 lbs. per in.; increased capacity (with extra cost), 8000 lbs. per spring.		
STEERING	Worm and Dual Row Needle Bearing	
Wheel	20-in. Dia., 3-Spoke	
Turning Circle, Dia., Right or Left—In.	45.9	52.4
Turning Circle, Dia., Right or Left—In.	45.9	52.4
Turning Circle, Dia., Right or Left—In.	45.9	52.4
TRANSMISSION	Standard	Heavy Duty 5-Speed Synchro-Split Direct-In-Fifth
Optional	Heavy Duty 5-Speed Synchro-Split Invertible	
Gear Position	First Second Third Fourth Fifth Reverse	
Ratio (to 1): 5-Speed Direct	2.58 4.38 2.40 1.48 1.00 7.51	
Ratio (to 1): 5-Speed Invertible	1.80 1.80 1.80 1.80 1.80 6.00	
Power Take-Off Opening	S.A.E. 6-Bolt, On Both Sides	
WHEELS AND TIRES	Wheels—Standard	Four—20-inch Cast Spoke Type
Optional	Seven—16-inch Steel Type	
Tires—Standard Size and Type	9.00-20, 8.25 x 8.25, 8.25 x 8.25	
Tires—Standard Size—Front and Dual Rear	8.25—9.00-20 10-Ply Rating	
STANDARD EQUIPMENT, CHASSIS-CAB, In addition to items specified above:	Hand Throttle	Sun View, Left Side
Center Console Instrument Panel	OR Filter, Replaceable	Dual Positive Action
Speedometer	Cartridge Type	Electric Windshield
Water Temperature Gage	Engine Governor	Mirror, Rear, Left Hand
Oil Pressure Gage	Twin, Matched-Tone	Door Lock, Right and Left
Fuel Gage	Indicator Horn	Short Running Bauds
Charge Indicator	One-piece Control	Hydraulic Jack and Tools
Ash Receptacle	Windshield	
Discharge Box	Air Wing Ventilating	
Light Switch	Windows in Doors	
STANDARD COLORS:	Black	Sherridan Blue
Green	Meadow Green	Vermilion
Glacier Blue or Light Green (on hood, fenders, cowl, cab and interior metal). The following are painted: Body, fenders, hood, wheel wells, bumper, door, hood, fenders, cowl, cab and interior metal. The following are painted: Body, fenders, hood, wheel wells, bumper, door, hood, fenders, cowl, cab and interior metal. The following are painted: Body, fenders, hood, wheel wells, bumper, door, hood, fenders, cowl, cab and interior metal.		
AVAILABLE EQUIPMENT AND ACCESSORIES at extra cost:	Locking Gas Tank Cap	Spring, Rear—H.D.
Anti-Rover	Mirror, Outside Rear View—	Stop Lamp
Hydraulic or Full Air	Right-Left 5' adjustment	Tachometer—Mechanical
Brake Systems, with Air	Mirror, Air Mirrors	Tail Light—Right Hand
Wanted, Diesel	Mechanical Power Steering	Tinted Glass
Cab, Deluxe	Radio—5 Tubes plus Recept.	Tool Hooks
Carburetor—Stare Wheel	Recept. Single Knob Control	Tractor—Heavy
(Except 12 1/2" & 14 1/4" W.B.)	Radiator Grit Guard, H.D.	Duty 5-Speed Overdrive
Engine Compartment Light	Reflector Plates (3 in. 4x3)	Windshield Wiper
Turn Signal	with Flaps	Wheels and Tires—
Fire Extinguisher (1 1/2 qt.)	Wheels (see Wheels)	(7) 3.15 Rim
Heater and Defroster	with Flaps	(8) 10.00-20 12-p. Tires*
Windshield Washer	with Flaps	
Reversing	with Brackets	
Hood Amortizer	with Brackets	
*Heavy Duty Rear Springs Required.		

