

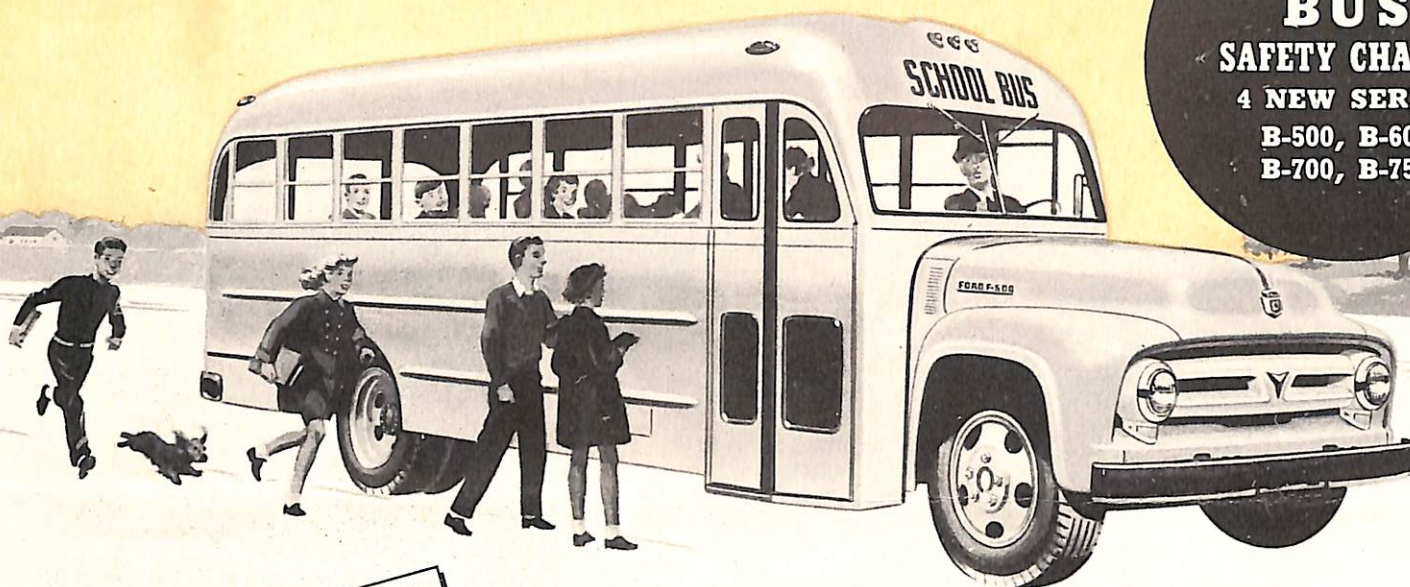
# SCHOOL BUS

SAFETY CHASSIS

4 NEW SERIES

B-500, B-600

B-700, B-750



DESIGNED AND BUILT FOR  
UTMOST SAFETY!  
UTMOST COMFORT!  
UTMOST ECONOMY!



SERIES B-750—for 60 passengers



SERIES B-700—for 60 passengers



SERIES B-600—up to 54 passengers



SERIES B-500—up to 36 passengers

COMPLETELY NEW FOR '53!

# FORD SAFETY CHASSIS

SAVE TIME • SAVE MONEY • LAST LONGER!



# 4 All-New Ford School Bus Safety Chassis

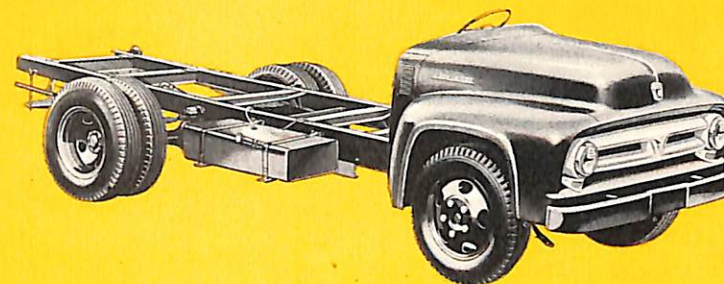
**ALL-NEW FORD  
SAFETY CHASSIS  
FOR  
SCHOOL BUS  
BODIES**  
with up to 60-  
passenger capacity

## DESIGNED AND BUILT TO N.E.A. STANDARDS!



Completely new B-Series Ford Safety School Bus Chassis are constructed to exceed every standard set by the National Education Association. They are tested extensively for fullest protection of the precious "cargo" they are to carry. The new Ford Safety Chassis are constructed to meet rigid requirements of daily dependability, thrifty operation, and riding comfort . . . requirements demanded by School Trustees and others entrusted with the responsibility of purchasing a School Bus chassis. To meet the increasing passenger-load needs of the nation's school systems, the line of Ford Safety Chassis is greatly expanded for 1953. Four new series for bus bodies with up to 60-passenger capacity, powered by 4 great engines — V-8 or Six — up to 145-h.p.

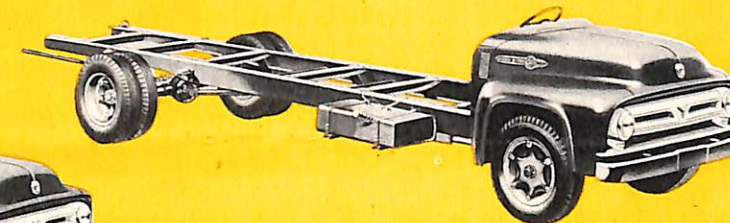
**SERIES B-600**—192-in. wheelbase for bus bodies with up to 54 passenger capacity—G.V.W. 16,000 lbs. 112-h.p. Big Six or 106-h.p. Truck V-8 engines.



**SERIES B-500**—154-in. wheelbase for bus bodies with up to 36 passenger capacity—G.V.W. 12,000 lbs. 101-h.p. Cost Clipper Six or 106-h.p. Truck V-8 engines.



**SERIES B-750**—233-in. wheelbase for bus bodies with up to 60 passenger capacity—G.V.W. 20,000 lbs. 145-h.p. Cargo King V-8 engine.



**SERIES B-700**—233-in. wheelbase for bus bodies with up to 60 passenger capacity—G.V.W. 19,500 lbs. 112-h.p. Big Six engine.

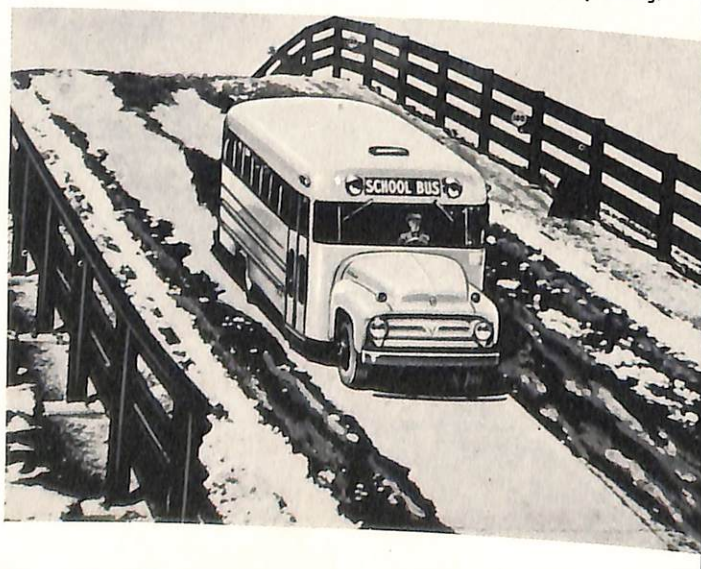
## TESTED AND PROVED IN EVERY WAY

The Ford School Bus Safety Chassis is tested and re-tested to make sure it meets every requirement of the National Education Association and the Ford Motor Company. Every important chassis component must meet uncom-

promising performance standards. Ford's advanced engineering and thorough testing program pays off in safer, more comfortable transportation . . . in more reliable service . . . and in a longer lifetime of economical operation!

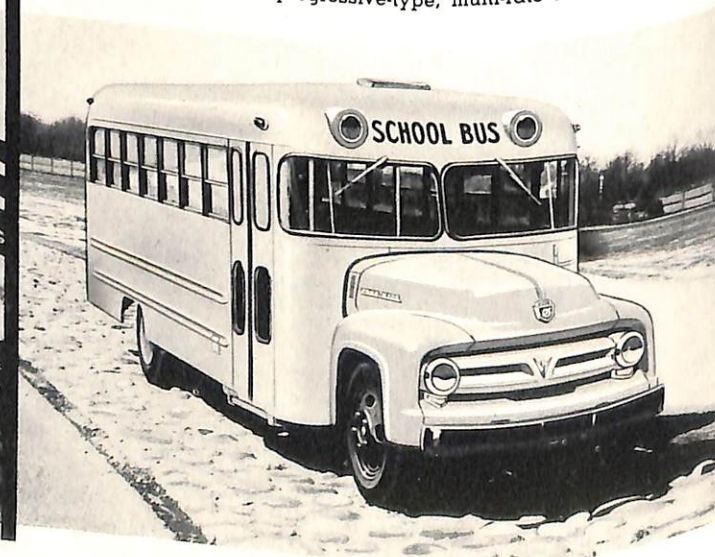
### TESTED **SAFETY!**

Ford School Bus Safety Chassis are road-tested in every phase of performance. For example, a test on emergency braking and holding ability on hills is shown below. Here, a Ford School Bus descends a 30% grade in wintry weather. Ford Chassis undergo rigorous laboratory tests plus exhaustive road testing.



### TESTED **COMFORT!**

Springs, frame and axles receive a thorough testing at the Ford test track. On this stretch of cobblestone road, a Ford School Bus gets a far rougher "ride" than under most normal service conditions. Ford School Bus Chassis provide many comfort features, such as progressive-type, multi-rate rear springs.



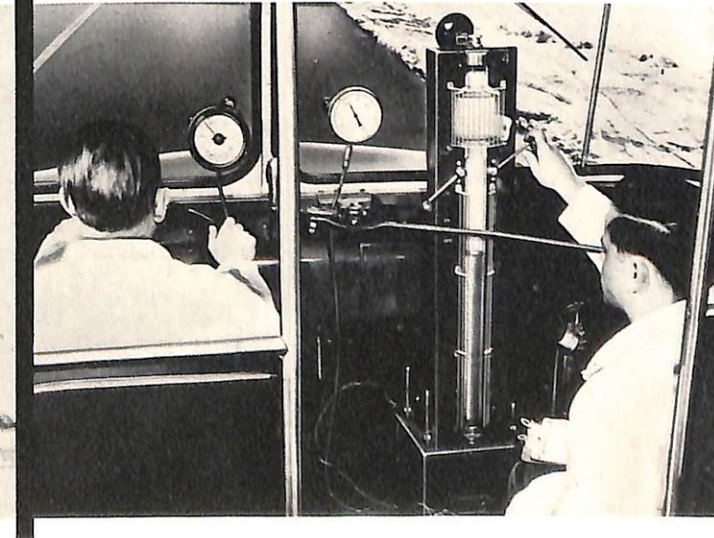
### TESTED **RELIABILITY!**

Reliability, too, is of prime importance. This road test shows how well the Ford Chassis stands up under extreme punishment. Every vital part is built to far exceed the greatest calculated service stresses. For example, front axles can be twisted cold, five complete turns, without evidence of fracture.



### TESTED **ECONOMY!**

Famed Ford economy is no accident. Exacting tests on fuel consumption, like the one at left, show how little the Ford School Bus Chassis costs to run. There's a 4-engine choice to fit your power needs. There's gas-saving Power Pilot — and many other features designed to hold down your running costs.







HICKS BODY COMPANY, INC.  
Lebanon, Indiana



CARPENTER BODY WORKS, INC.  
Mitchell, Indiana



PERLEY A. THOMAS CAR WORKS, INC.  
High Point, North Carolina



HACKNEY BROS. BODY CO.  
Wilson, North Carolina



ONEIDA PRODUCTS CORPORATION  
Canastota, New York



UNION CITY BODY COMPANY, INC.  
Union City, Indiana



SUPERIOR COACH CORPORATION  
Lima, Ohio



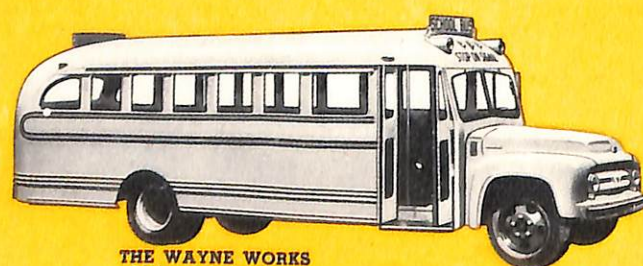
BLUE BIRD BODY COMPANY  
Fort Valley, Georgia



WARD BODY WORKS, INC.  
Conway, Arkansas



AMERICOACH — H. O. DEBOER AND ASSOCIATES  
Lombard, Illinois



THE WAYNE WORKS  
Richmond, Indiana

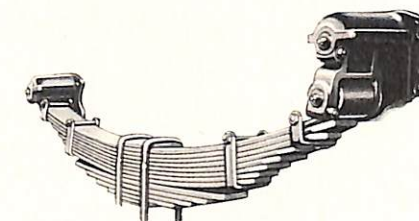
## EVERY IMPORTANT SCHOOL BUS BODY BUILDER MAKES BODIES FOR THE FORD SAFETY CHASSIS

Shown here are illustrations of typical school bus bodies, manufactured by some of the nation's leading bus body and equipment builders for the Ford School Bus *Safety* Chassis. With a choice of four series built in three wheelbase lengths to accommodate bus bodies with up to 60-passenger capacities, Ford offers a *Safety* Chassis well suited to handle your pupil load requirements. Your Ford Dealer will be happy to assist you in analyzing your school transportation problems. He will show you the *Safety* Chassis most applicable to your needs, and he will aid you in selecting and purchasing the school bus body to best suit your requirements.

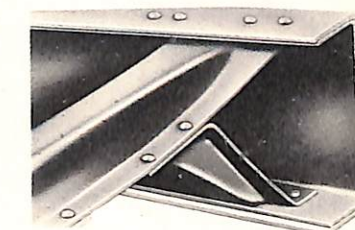
## Extra Strength Means Extra Safety!



**NEW HYDRAULIC BRAKES**, double-cylinder, rear, for smoother, safer stops. Self-centering for minimum lining and drum wear. Vacuum booster (std. B-600, B-700, B-750—avail. B-500). New air-over-hydraulic brake system, avail. B-750.

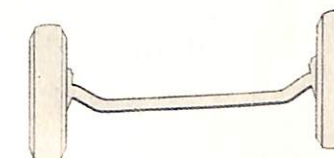


**NEW LONGER SPRINGS**, front, for greater riding comfort, with double wrapped fixed spring eyes for utmost safety. Rear springs are wide-span progressive type providing easy-riding action, whether bus is empty or fully loaded.

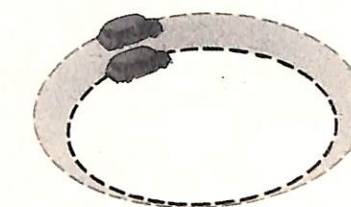


**NEW DEEP-CHANNEL FRAMES**, with parallel side rails for greatest strength. Wider front cross members provide greatly improved engine accessibility. Alligator-jaw type cross members make frame resistant to twisting.

## ALL-NEW FORD SAFETY CHASSIS DESIGN PROVIDES SHORTER TURNING FOR BETTER MANEUVERABILITY . . . GREATER SAFETY!



**NEW WIDE-TREAD FRONT AXLES** are set back to provide a shorter wheelbase of greater maneuverability, increased stability. Body load center is moved forward for better weight distribution.



**NEW SHORTER TURNING!** Shorter wheelbases and wider tread reduce turning circle diameters up to 19%. Shorter turning provides easier handling . . . safer transportation under all conditions.



**NEW HANDLING EASE!** Roll Action steering reduces friction for easier turning. Increased steering angles with wider tread provide quicker response and better steering control for safer driving.

## ONLY FORD GIVES YOU ALL THESE FEATURES

NEEDLE-BEARING UNIVERSAL JOINTS for unexcelled durability. REMOVABLE BRAKE DRUMS for easier maintenance. WIDE CHOICE OF REAR AXLES and axle ratios — single-speed hypoid standard; 2-speed planet available for greater operating flexibility and economy. NON-WHIPPING PROPELLER SHAFTS, tubular, large diameter for extra strength. Extra-strong SAFETY DRIVE-SHAFT GUARDS. 3-, 4- and 5-speed direct drive or over-

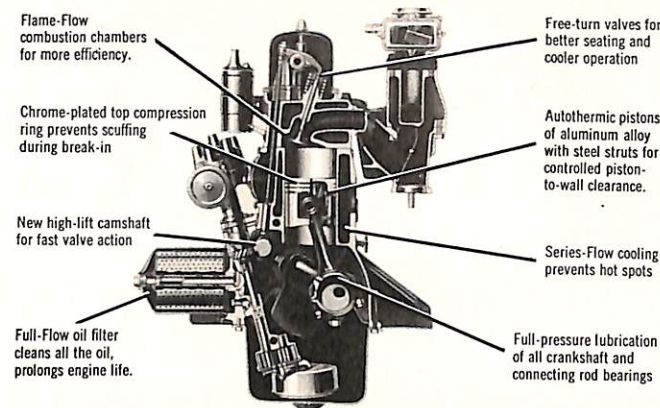
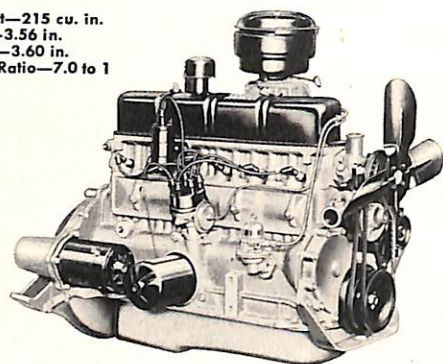
drive Synchro-Silent TRANSMISSIONS for quick operation, easy shifting. AUTOMATIC TIE ROD ENDS — spring-loaded, to take up wear. INDEPENDENT PROPELLER SHAFT HAND BRAKE. EXTENDED EXHAUST PIPE carries fumes away from body. 30-GALLON SAFETY FUEL TANK insulated from exhaust pipe. SAFETY DOUBLE-WRAP FRONT SPRING EYE DESIGN. DOUBLE-ACTING SHOCK ABSORBERS (extra cost).



# Only Ford Gives You a Choice of V-8 or Six

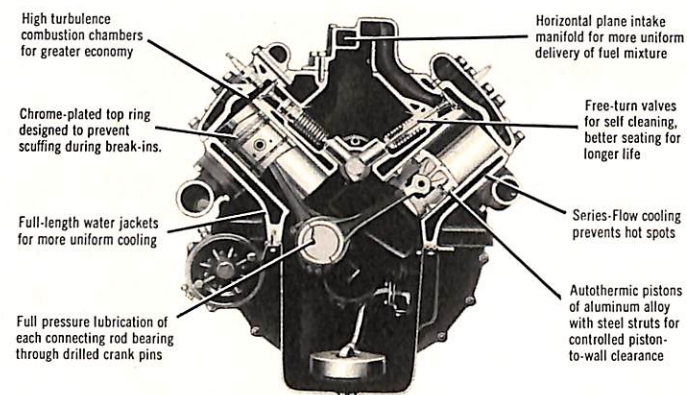
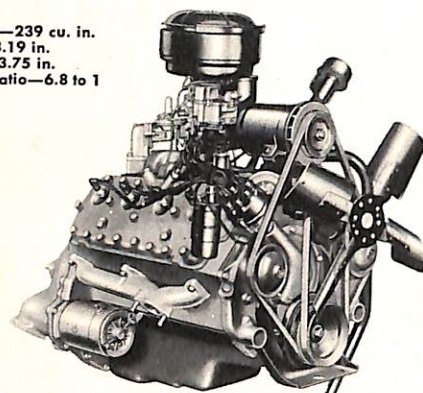
**101-H.P.  
COST  
CLIPPER  
SIX**  
For Series  
B-500

Displacement—215 cu. in.  
Bore—3.56 in.  
Stroke—3.60 in.  
Compression Ratio—7.0 to 1



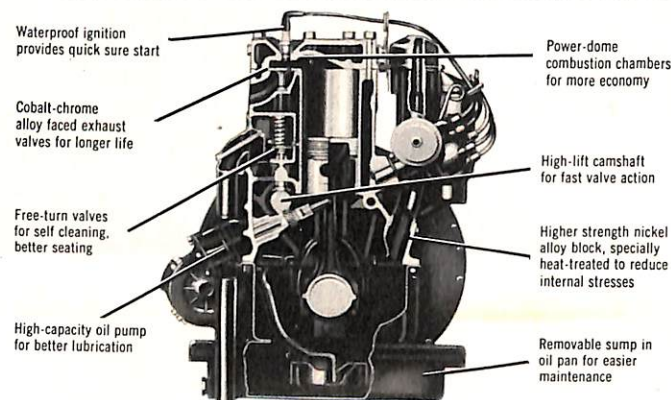
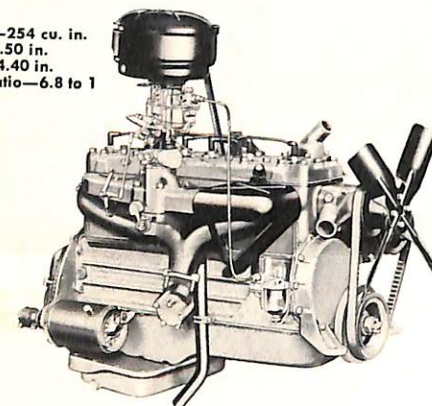
**FAMOUS  
106-H.P.  
TRUCK  
V-8**  
For Series  
B-500 and  
B-600

Displacement—239 cu. in.  
Bore—3.19 in.  
Stroke—3.75 in.  
Compression Ratio—6.8 to 1



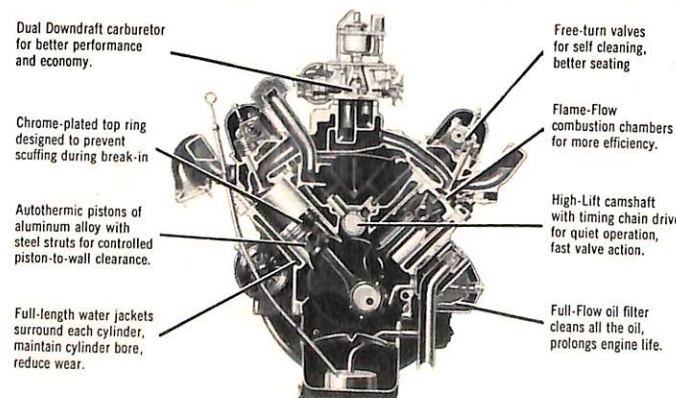
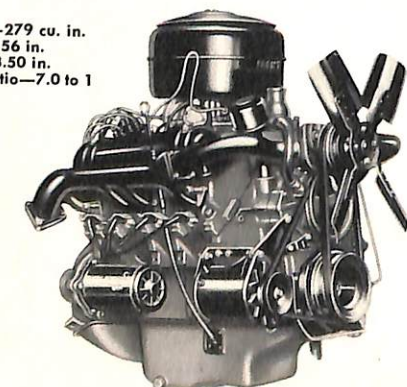
**PROVED  
112-H.P.  
BIG  
SIX**  
For Series  
B-600 and  
B-700

Displacement—254 cu. in.  
Bore—3.50 in.  
Stroke—4.40 in.  
Compression Ratio—6.8 to 1



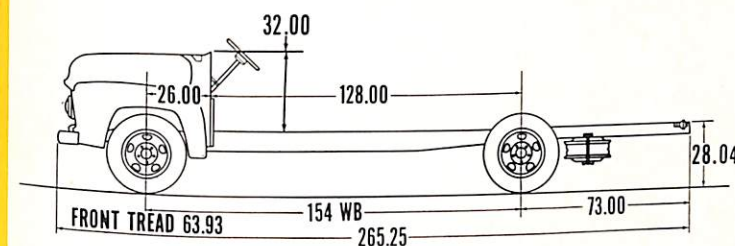
**145-H.P.  
CARGO  
KING  
V-8**  
For Series  
B-750

Displacement—279 cu. in.  
Bore—3.56 in.  
Stroke—3.50 in.  
Compression Ratio—7.0 to 1



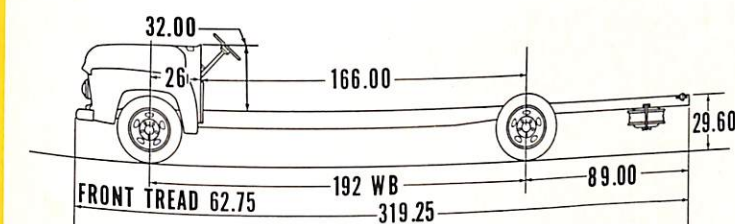
# Choice of 3 Wheelbases

## B-500



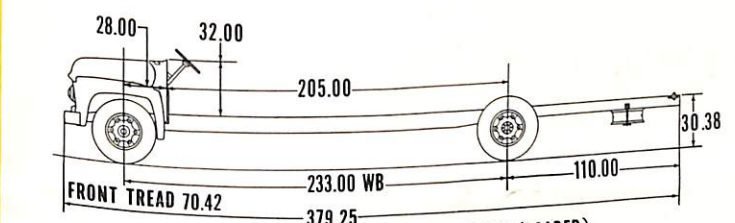
ALL DIMENSIONS WITH 6.50-20 6-P.R. TIRES (LOADED)

## B-600



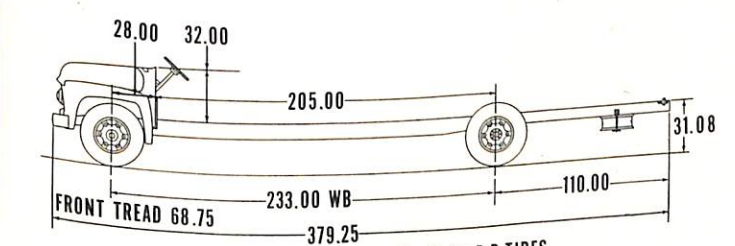
ALL DIMENSIONS WITH 7.50-20 8-P.R. TIRES (LOADED)

## B-700



ALL DIMENSIONS WITH 7.50-20 8-P.R. TIRES (LOADED)

## B-750



ALL DIMENSIONS WITH 8.25-20 10-P.R. TIRES

### B-500—SCHOOL BUS CHASSIS WITH COWL

|                                                        |                |                |
|--------------------------------------------------------|----------------|----------------|
| TIRES—6, Size—front and dual rear . . . . .            | 6.50-20 6-p.r. | 7.00-20 8-p.r. |
| GROSS VEHICLE WEIGHT RATING . . . . .                  | 10,500 lbs.    | 12,000 lbs.    |
| WHEELBASE . . . . .                                    | 154 in.        | 154 in.        |
| *CURB WEIGHT (with fuel and water) (est.) . . . . .    | 4,170 lbs.     | 4,245 lbs.     |
| *BODY, PUPIL LOAD, EQUIPMENT, etc. (approx.) . . . . . | 6,330 lbs.     | 7,755 lbs.     |

\*With V-8 engine. For Six cylinder engine deduct 85 lbs. from "curb weight" and add like amount to body and pupil load. For 2-speed axle add 90 lbs. to "curb weight" and deduct like amount from body and pupil load.

### B-600—SCHOOL BUS CHASSIS WITH COWL

|                                                        |                |                 |
|--------------------------------------------------------|----------------|-----------------|
| TIRES—6, Size—front and dual rear . . . . .            | 7.50-20 8-p.r. | 8.25-20 10-p.r. |
| GROSS VEHICLE WEIGHT RATING . . . . .                  | 14,000 lbs.    | 16,000 lbs.     |
| WHEELBASE . . . . .                                    | 192 in.        | 192 in.         |
| *CURB WEIGHT (with fuel and water) (est.) . . . . .    | 4,630 lbs.     | 4,756 lbs.      |
| *BODY, PUPIL LOAD, EQUIPMENT, etc. (approx.) . . . . . | 9,370 lbs.     | 11,244 lbs.     |

\*With V-8 engine. For 112-h. p. Big Six add 25 lbs. to "curb weight" and deduct like amount from body and pupil load. For 2-speed axle add 60 lbs. to "curb weight" and deduct like amount from body and pupil load.

### B-700—SCHOOL BUS CHASSIS WITH COWL

|                                                        |                |                 |                 |
|--------------------------------------------------------|----------------|-----------------|-----------------|
| TIRES—6, Size—front and dual rear . . . . .            | 7.50-20 8-p.r. | 8.25-20 10-p.r. | 9.00-20 10-p.r. |
| GROSS VEHICLE WEIGHT RATING . . . . .                  | 14,250 lbs.    | 17,000 lbs.     | 19,500 lbs.     |
| WHEELBASE . . . . .                                    | 233 in.        | 233 in.         | 233 in.         |
| *CURB WEIGHT (with fuel and water) (est.) . . . . .    | 5,540 lbs.     | 5,736 lbs.      | 5,827 lbs.      |
| *BODY, PUPIL LOAD, EQUIPMENT, etc. (approx.) . . . . . | 8,710 lbs.     | 11,264 lbs.     | 13,673 lbs.     |

\*For 2-speed axle add 115 lbs. to "curb weight" and deduct like amount from body and pupil load. For disc wheels deduct 10 lbs. from "curb weight" and add to pupil load.

### B-750—SCHOOL BUS CHASSIS WITH COWL

|                                                        |                 |                 |
|--------------------------------------------------------|-----------------|-----------------|
| TIRES—6, Size—front and dual rear . . . . .            | 8.25-20 10-p.r. | 9.00-20 10-p.r. |
| GROSS VEHICLE WEIGHT RATING . . . . .                  | 17,000 lbs.     | 20,000 lbs.     |
| WHEELBASE . . . . .                                    | 233 in.         | 233 in.         |
| *CURB WEIGHT (with fuel and water) (est.) . . . . .    | 6,145 lbs.      | 6,235 lbs.      |
| *BODY, PUPIL LOAD, EQUIPMENT, etc. (approx.) . . . . . | 10,855 lbs.     | 13,765 lbs.     |

\*For 2-speed axle add 115 lbs. to "curb weight" and deduct from body and pupil load. For disc wheels deduct 10 lbs. from "curb weight" and add to body and pupil load. For air booster add 100 lbs. to "curb weight" and deduct from body and pupil load.



# School Bus Safety Chassis Specifications

| SERIES                                                            | B-500                                                                                                          | B-600                                           | B-700                              | B-750                              |
|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|-------------------------------------------------|------------------------------------|------------------------------------|
| RATING                                                            | Max. G.V.W., Lbs. 12,000                                                                                       | 16,000                                          | 19,500                             | 20,000                             |
| REAR TIRE SIZE FOR MAX. G.V.W.                                    | p.r.=Ply Rating 7.00-20 8-p.r. Dual                                                                            | 8.25-20 10-p.r. Dual                            | 9.00-20 10-p.r. Dual               | 9.00-20 10-p.r. Dual               |
| WHEELBASE Inches                                                  | 154                                                                                                            | 192                                             | 233                                | 233                                |
| AXLE, FRONT                                                       | Capacity, Lbs. 4,000                                                                                           | 4,600                                           | 6,000                              | 6,000                              |
| (Set Back, Wide Tread)                                            | Size (Height x Width x Web), In. 2.57 x 1.89 x 0.35                                                            | 2.57 x 2.0 x 0.41                               | 3.0 x 2.5 x 0.50                   | 3.0 x 2.5 x 0.50                   |
| (Heat-Treated Alloy Steel Forging)                                | Tread (Std. Tires), In. 63.93                                                                                  | 62.75                                           | 70.42                              | 68.75                              |
| AXLE, REAR                                                        | Capacity, Lbs. 11,000 (S.S.)—13,000 (2-S.)                                                                     | 13,000                                          | 15,000                             | 15,000                             |
| S.TANDARD                                                         | Type Hypoid—Banjo Housing—Full Floating                                                                        | Hypoid—Split Housing—Full Floating              | Hypoid—Split Housing—Full Floating | Hypoid—Split Housing—Full Floating |
| S.S.=Single Speed                                                 | Tread (Std. Tires), In. 66.53                                                                                  | 67.10                                           | 69.50                              | 69.50                              |
| 2-S.=2-Speed                                                      | Axle Shaft Diam. at Spline, In. 1.625                                                                          | 1.75                                            | 1.875                              | 1.875                              |
| OPTIONAL                                                          | Axle Ratios (to 1) 6.20—6.80                                                                                   | 6.80—6.20—7.20                                  | 7.20                               | 7.20                               |
|                                                                   | Type 2-Speed Planet                                                                                            | 2-Speed Planet                                  | 2-Speed Planet                     | 2-Speed Planet                     |
|                                                                   | Axle Ratios (to 1) 5.83/8.11                                                                                   | 5.83/8.11—6.33/8.81                             | 6.50/9.04                          | 6.50/9.04                          |
| BRAKES, SERVICE (Hydraulic)                                       | Front—Type Single Anchor, Self-Energizing                                                                      | Double Anchor                                   | Double Anchor                      | Double Anchor                      |
| (Demountable Drums, Cast Iron Braking Surface)                    | Size, In. 13 x 2.25                                                                                            | 13 x 2.25                                       | 16 x 2.25                          | 16 x 2.25                          |
| †With 2-Speed Axle                                                | Rear—Type Double Cylinder, Self-Energizing Both Forward and Reverse                                            |                                                 |                                    |                                    |
|                                                                   | Size, In. 14.125 x 3.5                                                                                         | 15 x 4†                                         | 15 x 5                             | 15 x 5                             |
|                                                                   | Total Area (Sq. In.) Lining—Drum 323—494                                                                       | 366—562                                         | 444—697                            | 444—697                            |
|                                                                   | Single Unit Vacuum Booster—Type—Size, In. Opt.—Diaphragm, 8½                                                   | Std.—Diaphragm, 8½                              | Std.—Diaphragm, 10½                | Std.—Diaphragm, 10½                |
|                                                                   | Optional Air-Over-Hydraulic Actuation of Std. Brakes                                                           |                                                 |                                    | Air Booster, 4½"                   |
| BRAKES, HAND                                                      | Type Independent—Drum on Driveshaft, Spring Loaded                                                             |                                                 |                                    |                                    |
| *With 5-Speed Transmission                                        | Size, In.—Lining Area, Sq. In. 7.81 x 2.5—61.5                                                                 | 7.81 x 2.5—61.5   9.5 x 3—89*                   | 9.5 x 3—89                         | 9.5 x 3—89                         |
| ENGINES AVAILABLE                                                 | 106-h.p. V-8 or 101-h.p. Six                                                                                   | 112-h.p. Big Six or 106-h.p. V-8                | 112-h.p. Big Six                   | 145-h.p. V-8                       |
| CLUTCH (Gyro-Grip)                                                | Diameter, In.—Frictional Area, Sq. In. 11 Heavy Duty—123.7                                                     | 11 Heavy Duty—123.7                             | 11 Heavy Duty—123.7                | 12—149.2                           |
| TRANSMISSION (Helical Synchro-Silent)                             | STANDARD—Type 4-Speed                                                                                          | 4-Speed                                         | 4-Speed                            | H. D. 5-Spd. Overdrive             |
| OD.=Overdrive                                                     | OPTIONAL—Type Heavy Duty 3-Speed                                                                               | 5-Spd. OD. or Direct                            | 5-Spd. OD. or Direct               | H.D. 5-Spd. Direct                 |
| DRIVE LINE                                                        | Tubular Propeller Shafts with Protective Guards, Needle Bearing Joints and Rubber Encased Ball Center Bearings |                                                 |                                    |                                    |
| FRAME                                                             | Type Parallel, Channel—Tapered Front and Rear                                                                  | Parallel, Double Channel—Tapered Front and Rear |                                    |                                    |
| Max. Side Rail Dimensions, (Depth x Flange x Thickness) In.       | 8.88 x 2.88 x 0.25                                                                                             | 8.94 x 2.90 x 0.28                              | 9 x 3 x 0.25                       | 9 x 3 x 0.25                       |
| Channel Reinforcement, (Depth x Flange x Thickness) In.           | —                                                                                                              | —                                               | 8.5 x 2.56 x 0.15                  | 8.5 x 2.56 x 0.15                  |
| Section Modulus                                                   | 8.80                                                                                                           | 9.92                                            | 13.83                              | 13.83                              |
| FUEL TANK (with Metal Exhaust Heat Insulator)                     | Gals. Capacity 30—Outside Right Rail                                                                           | 30—Outside Right Rail                           | 30—Outside Right Rail              | 30—Outside Right Rail              |
| STEERING GEAR                                                     | Ratio—Steering Wheel Diam., In. 20.4 to 1—18                                                                   | 20.4 to 1—18                                    | 20.5 to 1—20                       | 20.5 to 1—20                       |
| (Worm and Needle Brg. Rol.) Turning Cir. Diam.—Right or Left, Ft. | 51.1                                                                                                           | 62.1                                            | 73.9                               | 73.6                               |
| SPRINGS FRONT                                                     | Size (Length x Width), In.—No. Leaves 45 x 2—8                                                                 | 45 x 2—8                                        | 46 x 2.5—12                        | 46 x 2.5—12                        |
| SPRINGS REAR                                                      | Type Progressive                                                                                               | Progressive                                     | Progressive                        | Progressive                        |
| Size (Length x Width), In.—No. Leaves                             | 52 x 2.5—10                                                                                                    | 52 x 2.5—13                                     | 52 x 3—12                          | 52 x 3—12                          |
| WHEELS AND RIMS                                                   | Number—Size: Standard 7—20 x 5.0, RH5°                                                                         | 7—20 x 6.0, RH5°                                | c.s.—20 x 6.0, R 5°                | c.s.—20 x 6.5, R 5°                |
| c.s.=4 cast spoke wheels and 7 demountable rims                   | Optional 7—20 x 6.0, RH5°                                                                                      |                                                 | c.s.—20 x 6.5, R5°                 | c.s.—20 x 7.0, R5°                 |
| d.=disc wheels with integral rims                                 |                                                                                                                |                                                 | c.s.—20 x 7.0, R5°                 | 7 d.—20 x 6.5, RH5°                |
| TIRES                                                             | Size—Ply Rating: Standard 6.50 x 20—6 F. & D. R.                                                               | 7.50 x 20—8 F. & D. R.                          | 7.50 x 20—8 F. & D. R.             | 8.25 x 20—10 F. & D. R.            |
| F=Front D.R.=Dual Rear                                            | 7.00 x 20—8 F. & D. R.                                                                                         | 7.50 x 20—8 F. & D. R.                          | 7.50 x 20—8 F. & D. R.             | 9.00 x 20—10 F. & D. R.            |
| △=With 2-Speed Axle Only                                          | 7.50 x 20—8 F. & D. R.                                                                                         | 8.25 x 20—10 D. R.                              | 8.25 x 20—10 D. R.                 |                                    |
|                                                                   | 7.50 x 20—8 F. & D. R.                                                                                         | 8.25 x 20—10 F. & D. R.                         | 8.25 x 20—10 F. & D. R.            |                                    |
|                                                                   | Optional 8.25 x 20—10 D. R.△                                                                                   |                                                 | 8.25 x 20—10 F. & D. R.            |                                    |
|                                                                   |                                                                                                                |                                                 | 9.00 x 20—10 D. R.                 |                                    |
|                                                                   |                                                                                                                |                                                 | 9.00 x 20—10 F. & D. R.            |                                    |

## CHASSIS EQUIPMENT included as standard, in addition to items specified above:

Hood, Cowl and Dash Assembly  
Front Fenders  
Channel Front Bumper  
Steel Toe Boards  
Center Cowl Ventilator  
Instrument Panel  
Speedometer  
Water Temperature Gage  
Oil Pressure Gage  
Fuel Gage  
Charge Indicator  
Ash Receptacle  
Dispatch Box  
Choke Button  
Ignition Switch with Key Lock  
Light Switch  
Push Button Starter Switch

Hand Throttle  
Treadle Type Accelerator Pedal  
Single Electric Horn (B-500 and B-600)  
Twin Electric Horns (B-700 and B-750)  
6-Volt, 17-Plate, 120-Amp. Hr. Battery  
35-Amp., 250-Watt Generator (B-500 and B-600)  
40-Amp., 280-Watt Generator (B-700 and B-750)  
Parking Lights  
Left-hand Stop and Tail Light  
Sealed Beam Head Lights  
Power Pilot Carburetion-Ignition  
1 Qt. Oil Bath Air Cleaner  
Oil Filter (B-600 Big Six, B-700 and B-750)  
Engine Governor (B-600 Big Six, B-700, B-750)  
Extended Tail Pipe  
Spare Tire Carrier (B-500 and B-600)  
Jack and Tool Kit

## FINISH AND COLOR COMBINATION

Frame, Bumper, Wheels, 30-Gal. Frame Mounted Fuel Tank, Fuel Filler Cap, Tail Light... Black  
Head Lamp Doors... Silver (silver)  
Emblem, Insignia and Series Plates... Bright Metal  
Fenders, Hood, Cowl, Grille Recess and Grille... Prime

## AVAILABLE EQUIPMENT AND ACCESSORIES, in addition to optional items listed above, at extra cost:

Battery—136-Amp. Hr.  
Directional Turn Signals (Flasher Type)  
Engine Compartment Light  
Fan, Heavy-Duty Cooling  
Fire Extinguisher (1½ qt.)  
Fuel Pump with Vacuum Booster—  
for Positive Action Windshield Wipers  
—B-500 (V-8 or Six) and B-600 (V-8)  
Generator—6-Volt, 45-Amp.  
Governors—B-500 (V-8 or 6), B-600 (V-8)

Oil Filter—B-500 (V-8 or 6), B-600 (V-8)  
Locking Gas Tank Cap  
Radiator Grille Guard, Heavy-Duty  
Reflector Flares (3 in Kit) with Flags  
Rims—Wide Base for Cast Wheels—  
B-700 and B-750 (see Table)  
Road Lamps  
Spare Tire Carrier (B-700 and B-750)  
Shock Absorbers—Front and Rear  
Tail Light—Right Hand  
Tow Hooks—Front

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.

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