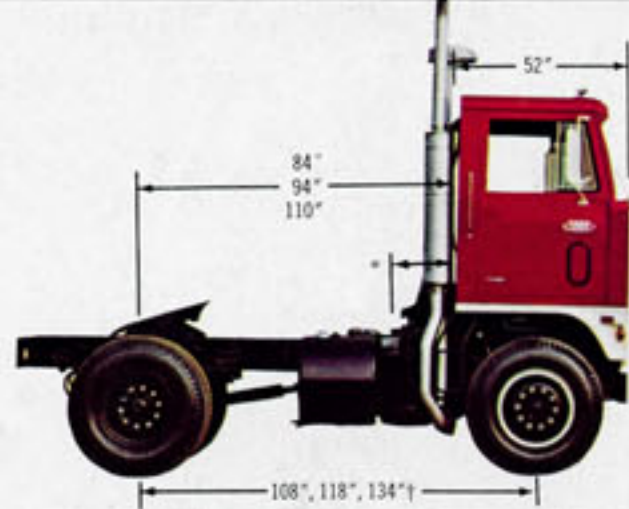
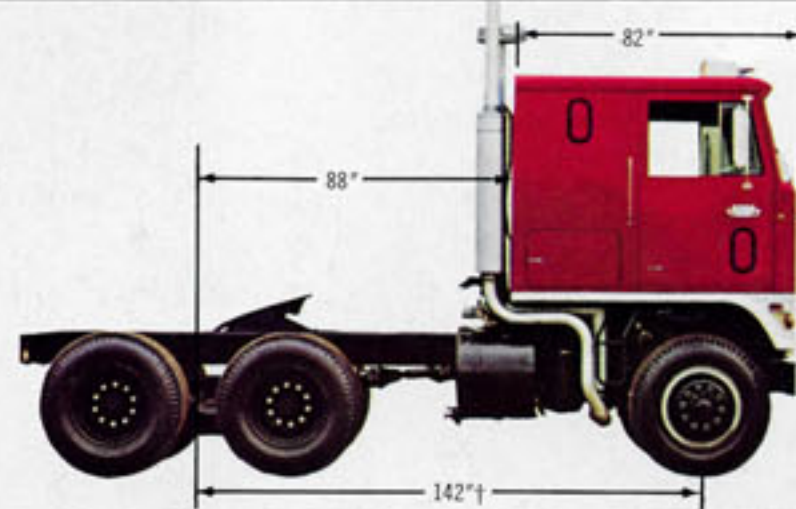


FORD W-Series

DIESEL HIGHWAY TRACTORS/65,000 TO 80,000 LB. GCW



W-1000-D (52" BBC short cab shown). GCW: 65,000—80,000 lb.
*Engines project from 1" to 14". †Other tractor wheelbases to order.



WT-1000-D (82" BBC sleeper cab shown). GCW: 65,000—80,000 lb.
†Other tractor wheelbases to order.

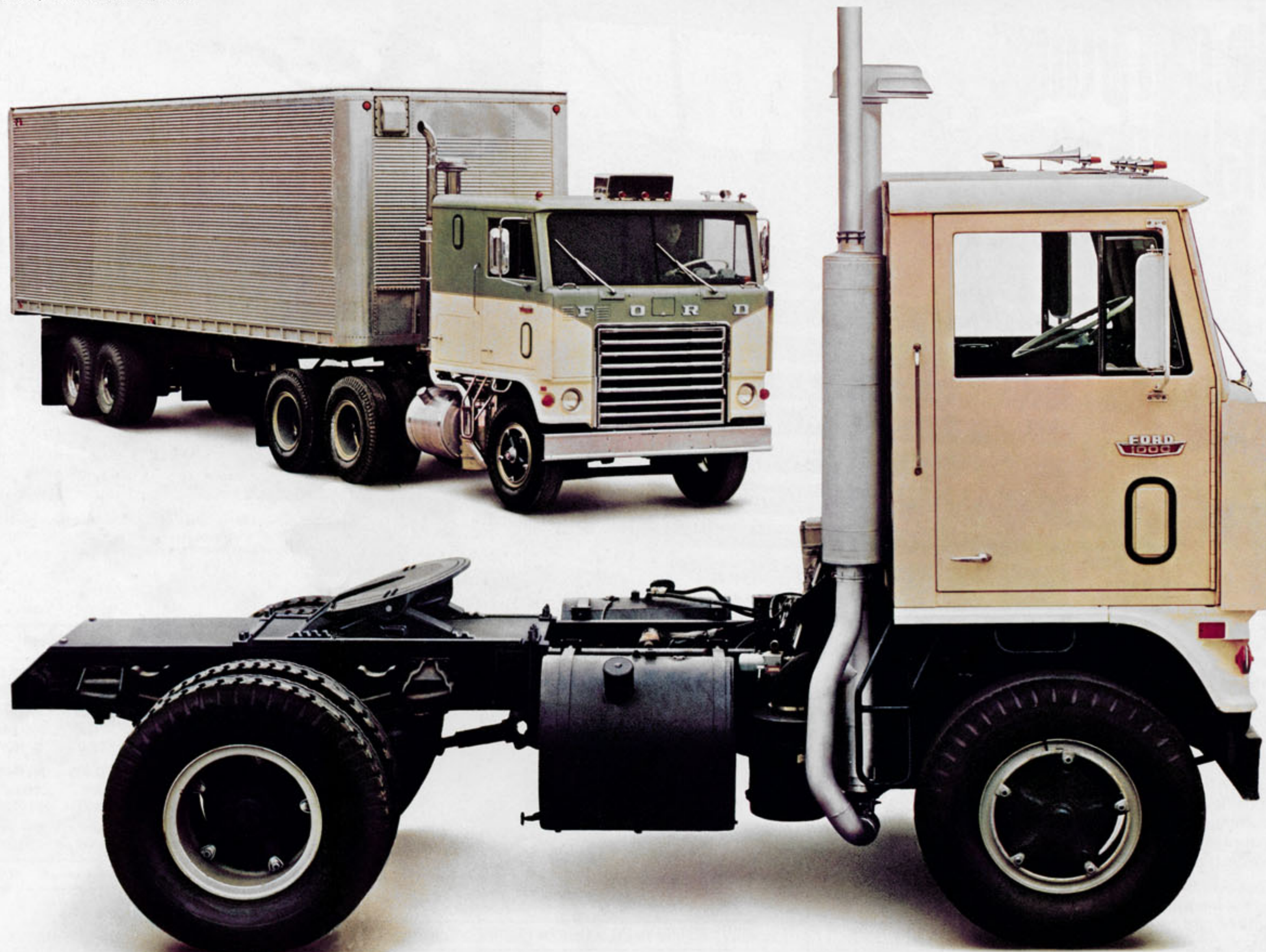
SPECIFICATIONS

AXLE, FRONT	12,000-lb. Rockwell
Opt: 12,000-lb. Center Point Steering; 15,000-lb. Rockwell	
AXLE, REAR—SINGLE	23,000-lb. Eaton Single-Speed
Opt: 23,000-lb. Eaton 2-Speed; 23,000-lb. Rockwell Single-Speed	
AXLES, REAR—TANDEM	Dual Drive, 34,000-lb. Eaton Single-Speed
Opt: 34,000-lb. Rockwell Single-Speed; 34,000-lb. Eaton Single-, 2- or 3-Speed;	
38,000-lb. Rockwell Single-Speed	
TANDEM SUSPENSION	Hendrickson Steel Springs and Beams
Opt: Hendrickson Extended Leaf w/Steel Beams; Shear Ride w/Aluminum Saddles	
and Steel Beams; Aluminum Beams	
BRAKES, SERVICE	Full Air, Wedge Type
Opt: Full Air, Cam or Wedge Type	
BRAKES, PARKING	Rear Wheel, Spring-Set
CLUTCH	14-in., 2-Plate, 424-sq. in. Lining
Opt: 15½-in., 2-Plate, 484-sq. in. Lining	
COOLING	Bolted Radiator w/965-sq. in. Frontal Area for 6-Cyl. Engines through 250 hp;
1200 sq. in. for all other engines. Cadillac Shutters with Vernatherm Actuation.	
ELECTRICAL SYSTEM—12 VOLT	65-amp. Leece-Neville Alternator,
Four 6-volt 150 amp-hr Batteries and 12-volt Delco Starter Motor	
Opt: Two 12-volt 204 amp-hr Batteries; Circuit Breakers; Ingersoll-Rand Air Starter	
FRAME	Single Channel, Bolted, 110,000 psi Alloy Steel
Section Modulus: 9.95 (W), 11.05 (WT); RBM: 1,094,500 (W), 1,215,500 (WT)	
FUEL TANKS	50-gal., Cylindrical, LH, Steel
Opt: 50- & 60-gal. Cyl., LH/or RH, Steel or Alum.; 100-gal. Rect., Dual, Steel	
SEAT, DRIVER	Unison with 675 Suspension
Opt: Bostrom Westcoaster; Unison or Bostrom Passenger Seat	
SPRINGS, FRONT	5,000-lb. "soft ride"
Opt: 4,000-lb., 5,000-lb. or 6,000-lb. Conventional or Taper Leaf	
SPRINGS, REAR—SINGLE AXLE	10,500-lb. Main
Opt: 2,250-lb. Auxiliary	
STEERING	Gemmer 500, 32.5 to 1 Ratio
Opt: Ross HPS 70 Power Steering	
TRANSMISSION	Fuller 5-Speed
Opt: Fuller 5-, 10- and 15-Speed	
TIRES (RIMS)	10.00 x 20 12PR (7.5)
Opt: Various to 11.00 x 22 (7.5 or 8.0)	
WHEELS	Cast Spoke
Opt: 10-Stud Disc—Steel, Hi-Tensile or Aluminum	

ADDITIONAL STANDARD EQUIPMENT: ash tray; assist handles inside cab doors, outside behind doors, on cab front; cigarette lighter; dispatch box; dome light; door locks; tinted glass all around; integral fresh air heater and defroster; single electric horn; ICC clearance and marker lights; transistorized emergency flasher; 6" x 10" Western mirrors; dual integral stop, backup, tail and turn signal lights; LH sun visor, towing eyes integral with front springs; Dietz double-faced Class A front turn signals; left-door vent; dual air wiper motors; windshield washers; driver's seat belt; front shock absorbers; 12-cu. ft. compressor; front wheel brake limiting valve; Stewart-Warner direct-reading instruments; oil filter; front bumper, mechanical tachometer; 6-pt. oil-bath air cleaner; two front side reflectors; Perry water filter.

OPTIONAL EQUIPMENT: steel or alum. sleeper cab with 78" x 30" foam or spring mattress; integral Eaton air conditioning; dual air horns; radio and antenna; roof vent; right-door vent; RH sun visor; two front amber reflectors; alum. front bumper; alum. hubs; tractor package; glowplug or other cold starting aid; compression release; Luberfiner bypass oil filter; engine oil temperature gauge; coolant temperature and oil pressure warning lights; MPH and/or RPM tachographs; 12-ton hydraulic jack.

The specifications contained herein were in effect at the time this catalog was approved for printing. Ford Division of Ford Motor Company has the right to discontinue models at any time or change specifications or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this catalog are at extra cost.



FORD TRUCKS



Ford linehaul tractors are built to cut your hauling costs!

Ford W's are big as 80,000-lb. GCW, powerful as 335 hp, light as aluminum, and strong as 110,000-psi steel. But most of all, they are the reliable way to lower your fleet's operating costs all down the line!

First, Ford engineers built in structural strength and durability. Frames are strong, bolted design. Frame siderails use the toughest steel in trucks, 110,000 psi yield strength. The all-welded, all-steel or aluminum-and-steel cabs feature heavy-gauge flat panels reinforced by an internal box-section framework to provide a high level of rigidity.

Next, they designed a cab-and-controls package that helps drivers work more effectively and contributes to lower costs. Among its advanced features are: Built-in heater with provision for integral air conditioning. Huge glass area, tinted all around. An electrical console to house switches and fuses or circuit breakers.

Third, Ford engineers concentrated on the greatest money-saving opportunity of all—reliability and accessibility to reduce repair and downtime costs. Examples: A cab that tilts 55° for routine maintenance, 80° for major work. Air tanks are located under cab skirts, which makes them easy to drain without tilting the cab. Heavy 16-gauge wiring, almost 60% stronger than the usual 18-gauge. Hinged instrument panel and electrical console. Color-coded wiring for quick and easy circuit tracing.

Finally, they provided a wide range of options to suit specific jobs. Standard or sleeper cabs in steel or aluminum construction. You choose from three major makes of Diesels . . . 19 different engines . . . over 1500 power-train combinations.

Look over the features of these proven high-tilt tractors on the following pages. Check the many lightweight options and see how easily you can order a money-maker that's low in weight, high in payload and performance.



GCW: 65,000 to 80,000 lb. ■ ENGINES: Cummins, Caterpillar, Detroit Diesel ■ CABS: 52-in. standard or 82-in. sleeper, both in steel or aluminum ■ REAR AXLE: single or tandem

Ford's lightweight options let you haul more payload!

One look at the W-Series chassis shown at right lets you know that Ford engineers have made excellent use of the available space to maintain compactness and provide outstanding accessibility.

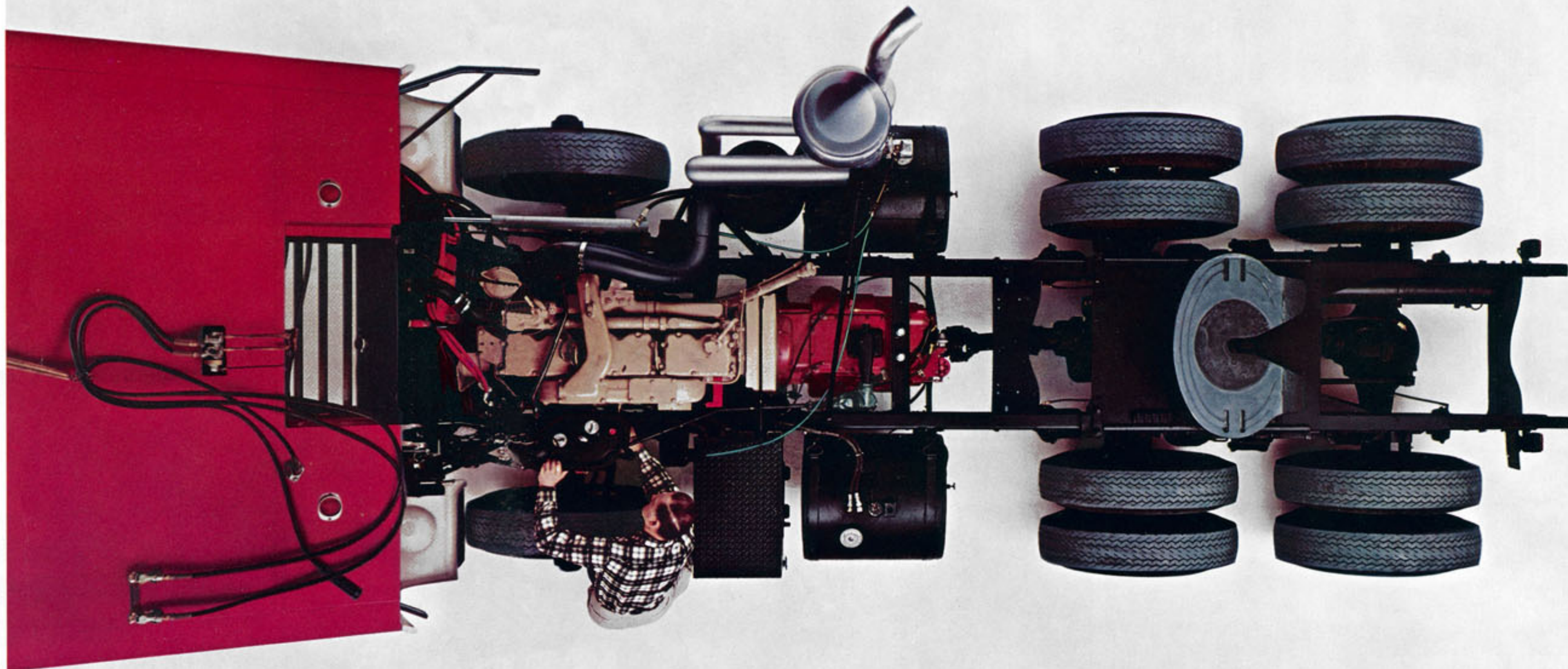
Ford's policy of continuous product improvement plus modern manufacturing methods and materials has produced a dependable linehaul tractor with low standard chassis weights. Ford W-Series tractors may be ordered with all steel components or with lightweight options that further reduce chassis weight and thereby increase payload capability.

The chassis curb weight of a Ford tandem-axle W-Series tractor with aluminum sleeper cab and applicable lightweight options from the list below is nearly 1600 pounds less than that of a comparable steel model. The corresponding saving of a single-axle model with 52-in. BBC aluminum cab can be as much as 1000 pounds.

All W-Series tractors are built on their own custom assembly line in Ford's modern Louisville, heavy-duty truck assembly plant. Carefully built. Carefully inspected. Carefully tested. And carefully prepared for delivery. The ratio of quality control personnel to production workers is one to seven. Ford takes extra care every step of the way—to keep *your* costs lower.

LIGHTWEIGHT OPTIONS

- Aluminum Cab Replacing Steel
- Aluminum Hubs and Disc Wheels Replacing Cast Spoke
- 5000-lb. Taper-Leaf Front Springs Replacing Conventional
- 50-Gallon Fuel Tank—Aluminum Replacing Steel
- Aluminum Transmission Case
- Aluminum Front Bumper
- Dry Air Cleaner Replacing Oil Bath
- Horizontal Exhaust Replacing Vertical
- Delete Front Wheel Brakes and Limiting Valve
- Centrifuse Rear Brake Drums Replacing Standard Cast
- Anchor-Lok Spring Brakes Replacing MGM
- Air Starter Replacing Electric
- Page & Page Rear Suspension Replacing Steel Beam
- SLHD Tandem with Aluminum Carrier Replacing 34DSC

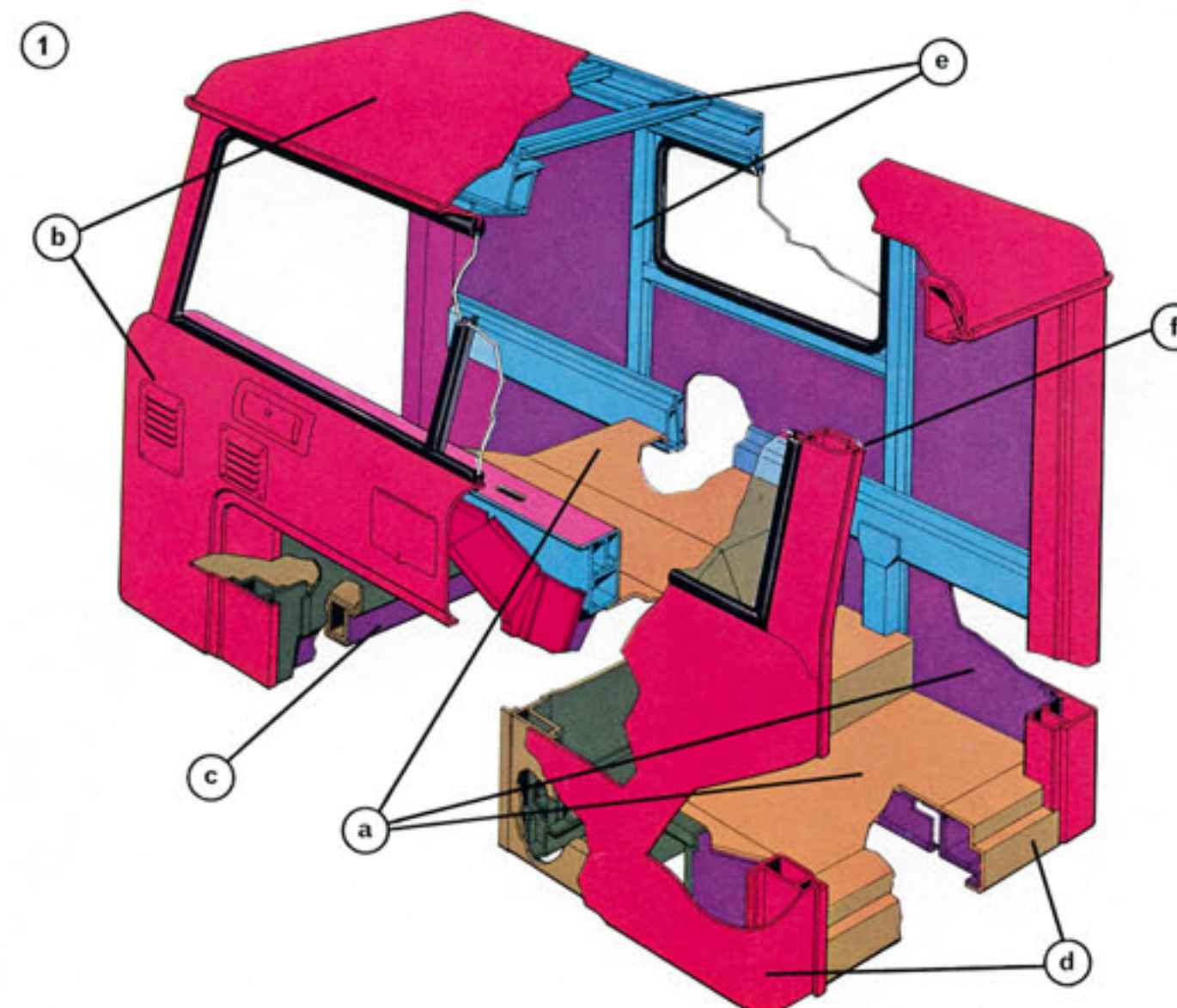


(1) Ford's aluminum cab panels are welded and reinforced with extruded aluminum structural members for maximum strength with minimum weight. The underbody rails are steel, riveted to the aluminum body to provide additional reinforcing and strength.

- a. Floor pans and lower back panel are made from rugged .063-in. aluminum stock. Floor pans are reinforced to prevent "oil canning."
- b. Front, roof, side, upper back panels and door panels, both inner and outer, are a full .050-in. thick. The front panel and roof consist of aluminum stampings.
- c. Undercab longitudinal members and cab mount supports are full box section steel.
- d. Arc welding provides durable attachment of hinge and lock pillar and other vertical supports to the underbody structure. The outer panels are also welded to the full box section, extruded aluminum vertical supports and the horizontal reinforcing ribs.
- e. All large flat panels are reinforced with strainers to eliminate panel flutter and noise. Beads added to the roof panel eliminate loose metal.
- f. All joints around openings are designed to provide a high level of rigidity to minimize distortion at the opening.

(2) Standard cab is all-welded steel with special corrosion protection. Cab construction is basically the same as that of the aluminum cab and is built primarily of flat panels for low-cost accident repair. Other common features include a unique 4-point mounting to protect cabs from twist and vibration and premium "piano-type" hinges that help keep doors in proper alignment.

(3) Headlight panel and cab skirt for all cabs are made from tough, resilient fiberglass. Panel and skirt can be removed and installed independently if replacement becomes necessary.



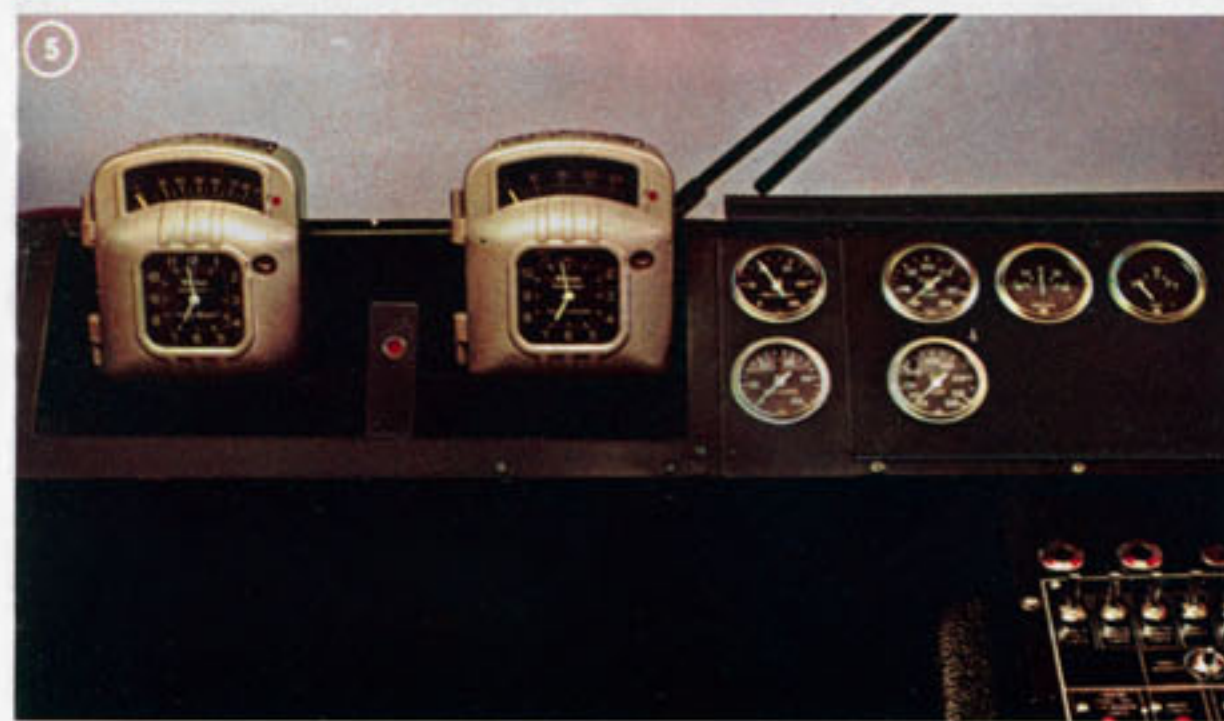
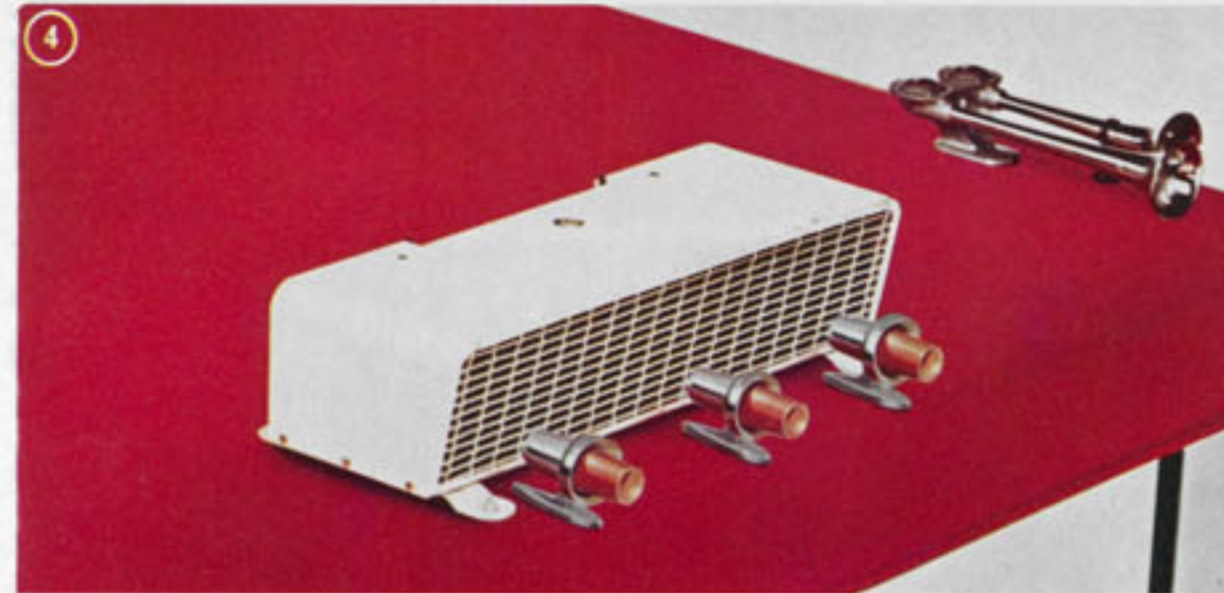
Ford W-series drivers go first class and their work reflects it!

The W-Series cab is designed and built for professional drivers who desire a comfortable place in which to work. Spacious, because Ford refused to squeeze below 52 inches. Well arranged, well tailored. And quiet, thanks to extensive use of insulating materials. (You can converse in normal tones!) The high-capacity heater is available with integral air conditioning. Ford's built-in heater (42,500 BTU) provides high-volume air flow, also clears up cab clutter. In addition to full-width defrosters, Ford provides "frog eye" nozzles. Frog eyes tilt up and swivel 360° for spot defrosting or to direct warm or cool air right where it's wanted.

Big glass area (25 square feet) is tinted all around for additional comfort. Windshield is two-piece flat glass for low-cost replacement, slanted to avoid annoying reflection. Seats, your choice of Unison with 675 suspension or Bostrom Westcoaster, are chair high and adjust to driver's desire. Instrument faces are large, lighted full circle, easy to read. And the optional sleeper is one of the roomiest and best insulated on the road.



(1) In Ford's modern linehaulers, you'll find driver comfort and working ease are standard equipment! (2) Unique 4-point mounting stabilizes cab, improves ride. Rear mounts (shown) are cushioned by rubber and helical springs. (3) In Ford's spacious sleeper you feel you're in bed, not in a box! It's 86 inches long with a full 36-in. height above the 30-in. wide foam rubber mattress. Sleeper (shown with curtains and safety straps removed) is finished in perforated hardboard with one-inch insulation all around, even underneath. Each end has a screened in-out vent. For individual comfort, the sleeper has its own heating/air conditioning duct with separate 2-speed blower. Cab provides two large stowage lockers, one on each side, with exterior locks. (4) Another Ford exclusive: integral air conditioning (optional). Factory-installed system uses same ducting and blower as the heater. Only the condenser is on cab roof; the evaporator is incorporated in the heater housing. There are no hoses outside the cab, no clumsy ductwork within. Ford's air conditioner can keep cab comfortable even when temperatures go well over 100°. Truly a significant advance in climate control. (5) Gauges are top-line Stewart-Warner with special full-face illumination, set in non-glare panel. Optional Sangamo tachographs (MPH and/or RPM) shown, are recessed into the panel in front of driver, instead of protruding into vision area. (6) Large standard speedometer and tachometer are directly before driver, clearly seen through 3-spoke, 22-inch wheel. (7) A laminated glass, two-piece flat windshield offers distortion-free visibility. Side and rear windows are tempered glass. All glass is tinted. (8) Electrical console, to driver's right, houses all lighting controls. Labeled aircraft-type switches have uniform on-off position. Circuit breakers (shown, optional) or fuses for all circuits are immediately at hand. Turn signal and disabled vehicle flasher is also located in the console. Flasher is transistorized and has been tested for a "truck lifetime" of more than 3,000,000 cycles. (9) Vents in cab doors (optional in right door) and sleeper compartment open to either front or rear. They provide fully controlled air circulation.

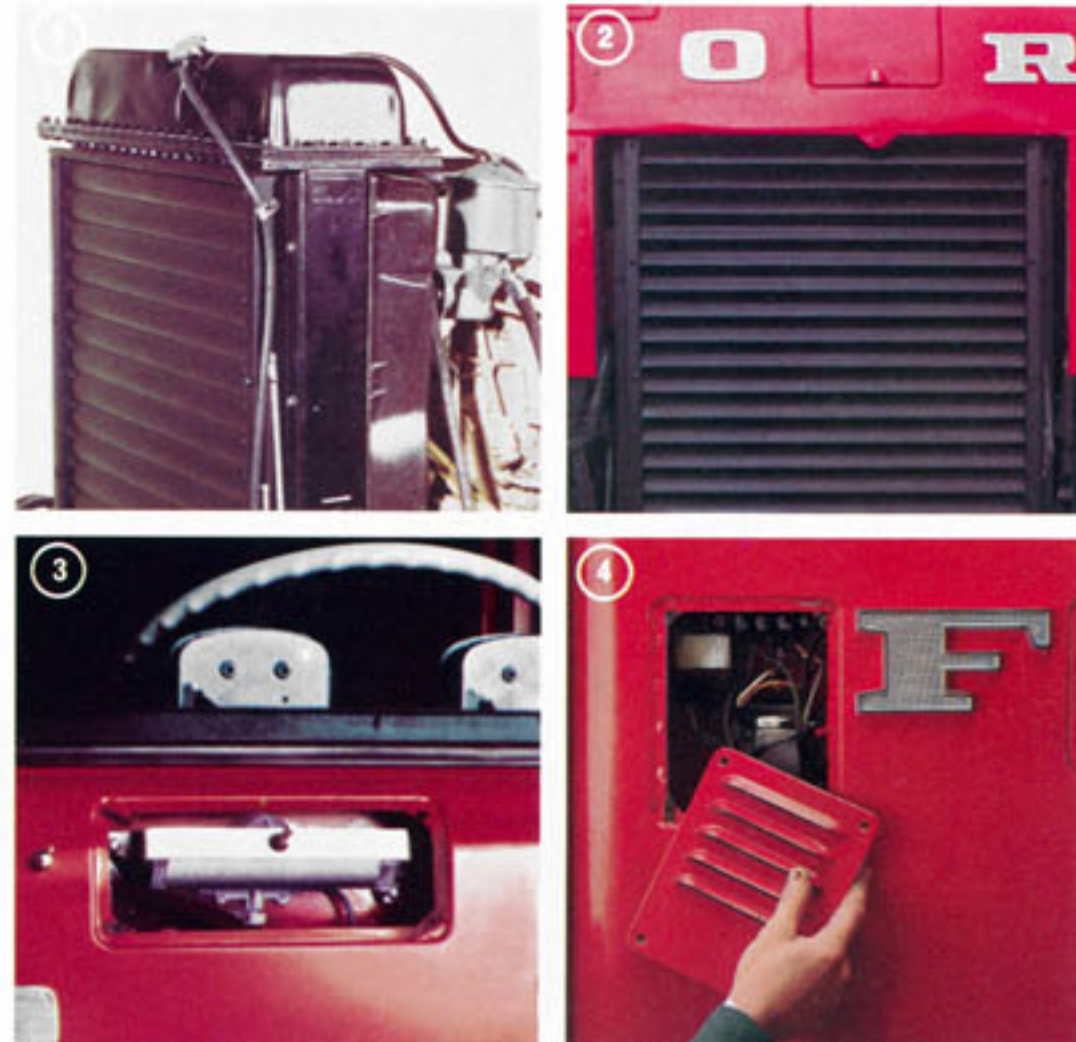


Ford engineers put reliability first: then put everything within easy reach!

Ford's determination to provide you with unusual reliability and accessibility pays off in two ways: in protection from breakdowns . . . and in easier maintenance, faster repairs. Probing engineers bore down hard on the electrical system, the No. 1 cause of road failure. Examples: Wherever possible, Ford uses positive eyelet-and-stud terminals rather than snap connectors. And instead of the usual 18-gauge wiring, most wiring is heavy 16-gauge. The heavier gauge isn't needed electrically. However, it has almost 60% more strength and is less subject to damage.

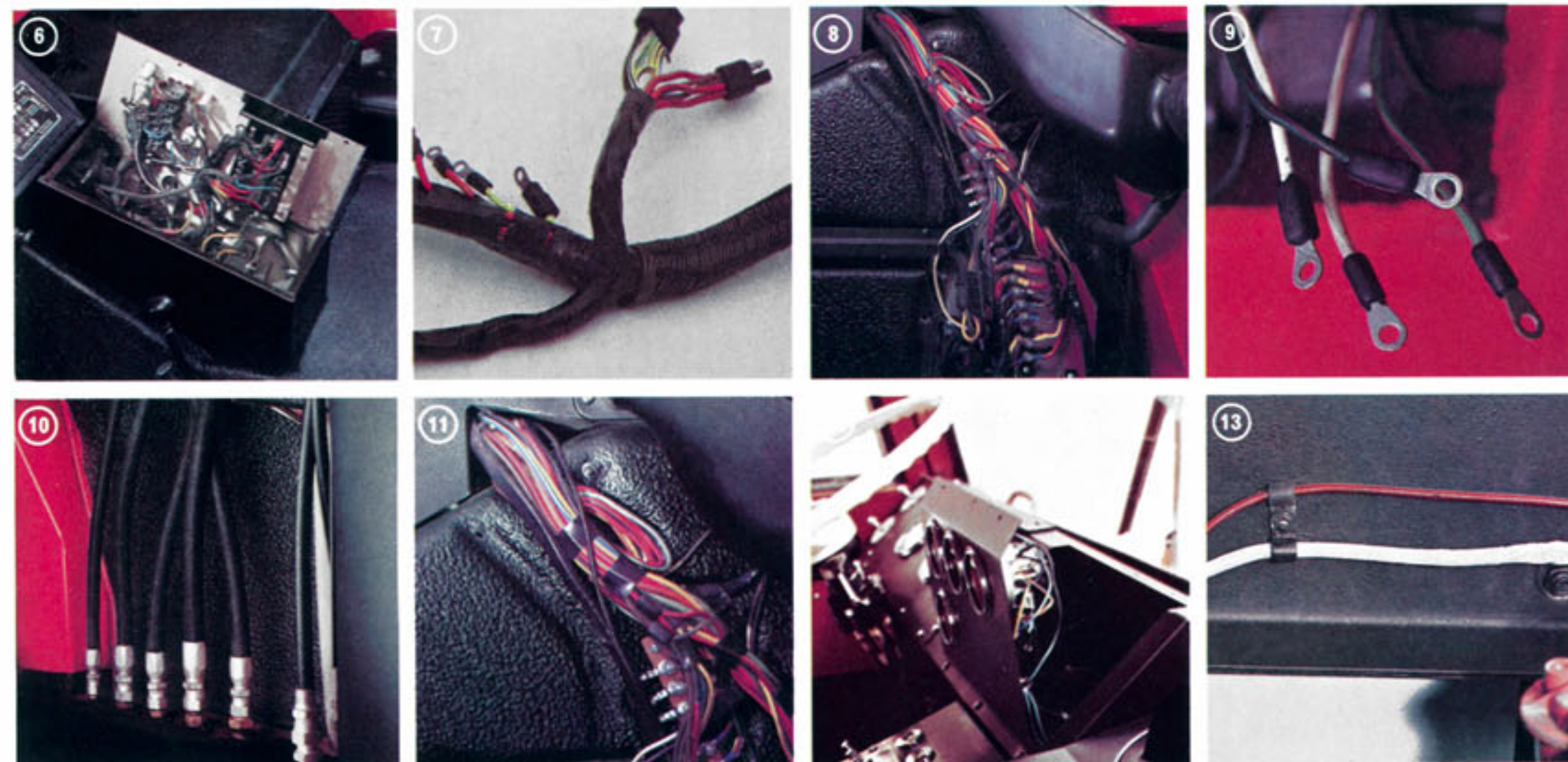
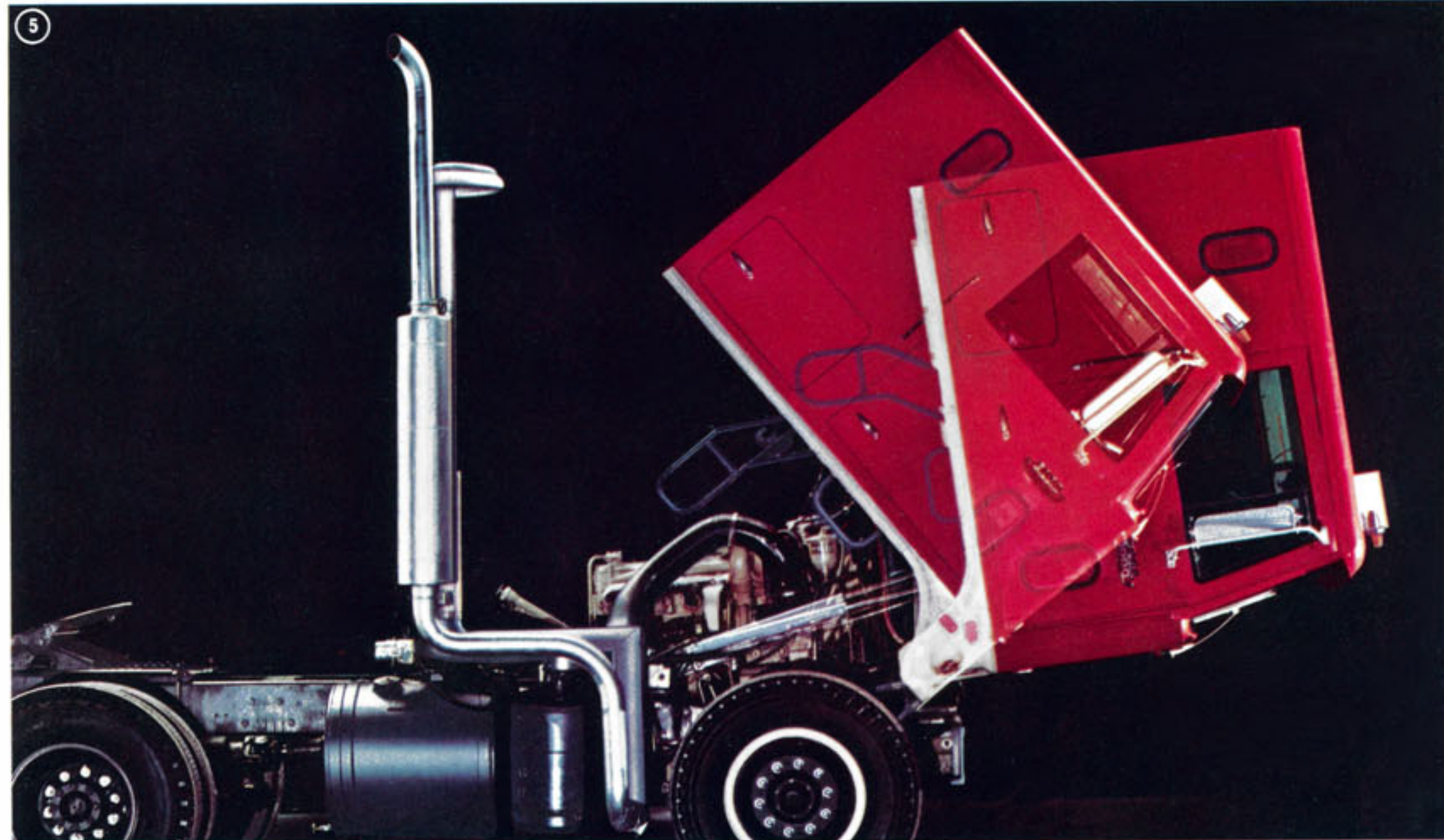
Ford also pays attention to those "little" details that make one great truck.

- Intake and exhaust stacks are securely mounted to the frame, independently of cab. No tricky detach couplings to worry about.
- Circuit breakers may be specified instead of fuses. To reset a breaker, just push button on top of console.
- Battery box is away from muffler heat, cooled by airstream. Easy-to-operate clamps lock the cover tight.
- You have full-length access to engine, fan and radiator. Alternator is 65-amp. Leece-Neville; starter motor, a heavy-duty Delco.



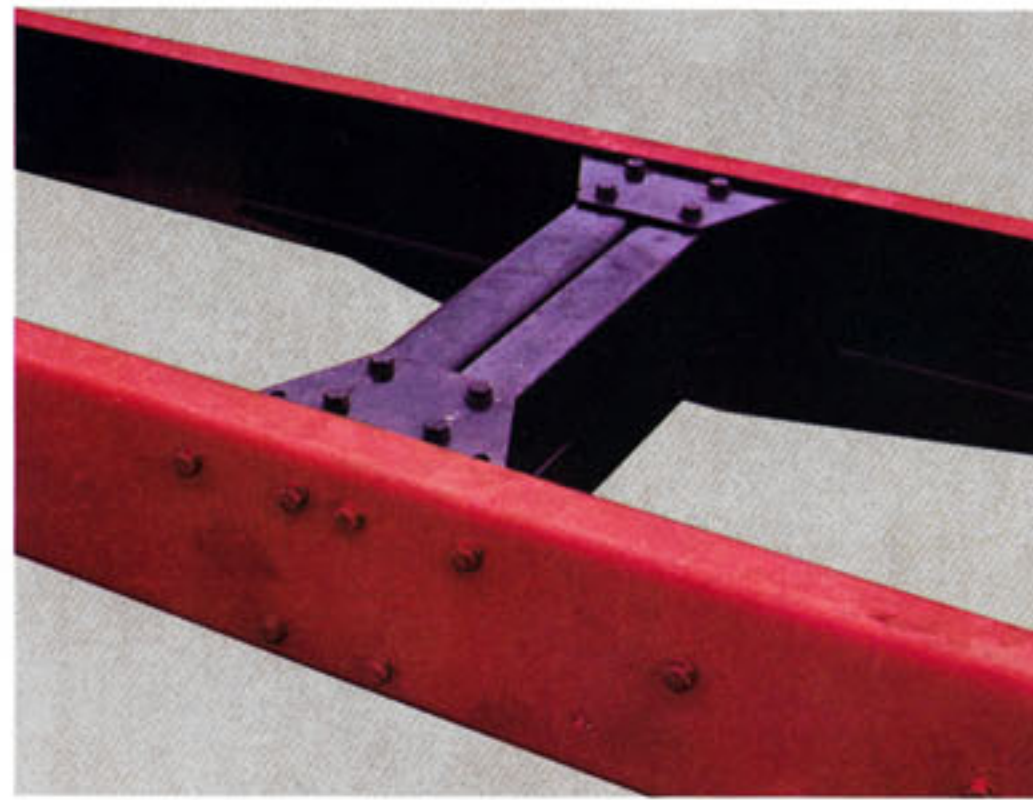
(1) Radiators are strong, bolted construction; replacement of parts is made relatively easy. (2) Automatic radiator shutters with Vernatherm control are self-contained, simpler to adjust, and more foolproof. (3) Two independent wiper motors eliminate linkage problems. Access through twin panels in front of the cab. (4) Transistorized voltage regulator has exceptional life, is temperature compensated. Located behind panel in cab front. (5) Cab tilts hydraulically 55° for routine maintenance . . . 80° for major engine or radiator work. One man tilts even the sleeper cab with ease and safety. (6) Protective devices for all circuits are located in the electrical console. Separate door covers the fuse block; no wasted time while the driver searches for fuses (circuit breakers optional). The entire console top opens for access to switch and fuse or circuit breaker wiring. (7) Wiring is insulated with Hypalon* and well protected by the heavy-duty covers of various selected types. (8) Main terminal block with removable cover is right in cab. Provides stronger connections and faster trouble-shooting than the multiple snap connectors often used in trucks today. Etched aluminum wiring diagram is provided. (9) Positive eyelet connectors are used for their extra security where possible; in splash areas, sealed type. (10) Hose connections are racked behind panel inside the cab. Fittings are reusable for quick, easy repairs. (11) Color-coded wiring is provided for quick circuit tracing and easier electrical maintenance. (12) Hinged instrument panel provides ready access to gauges and panel wiring, should servicing be needed. (13) Wiring and flex lines are carefully routed within the frame, clipped securely to prevent accidental damage.

*Du Pont's registered trademark

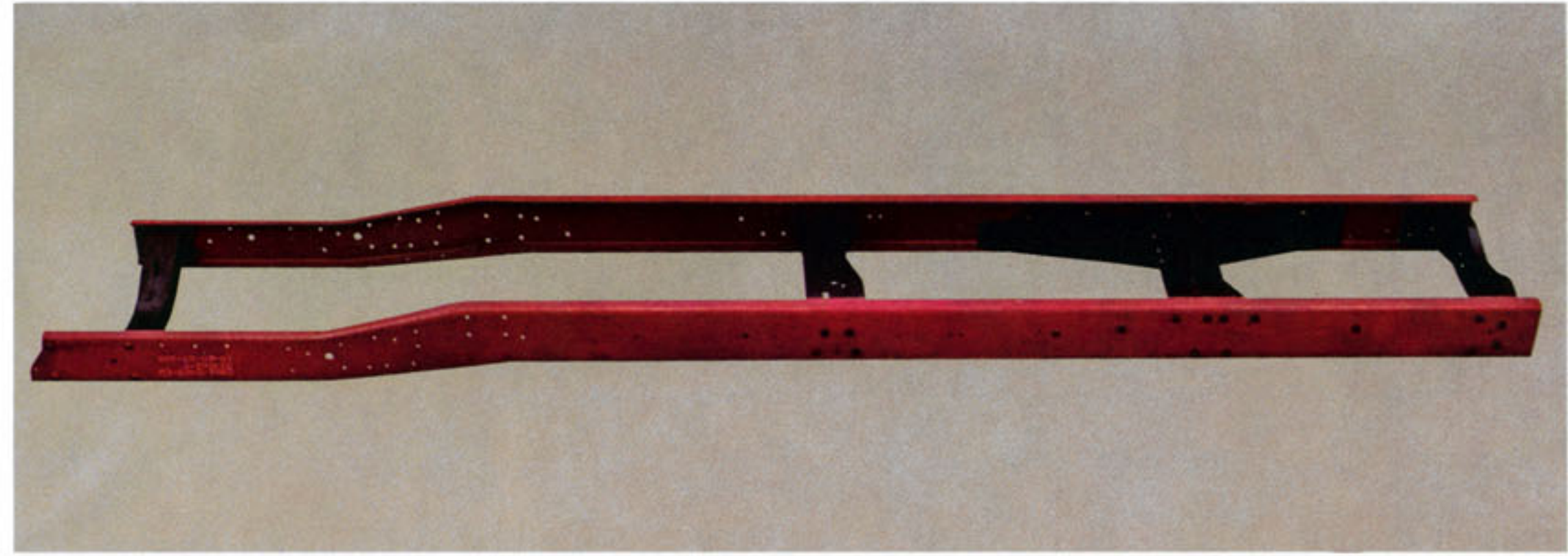


Ford frames are specifically tailored to your job!

Only required holes are drilled in Ford's bolted frames. After drilling, Ford takes the unusual step of reaming holes for precise fit and alignment of parts. New frames are lighter in weight, too!



Frame is strongly braced, fastened by heat-treated bolts, hardened washers and locknuts. You get maximum strength, minimum weight!



Drop-front design puts engine low for easier servicing, also reduces driveline angle to extend U-joint life. Note the smooth, gradual slope of frame rails to maintain strength. Fabricated crossmembers have been replaced by stampings of equal or higher strength for a weight saving without sacrificing durability.

Daily servicing is easy to do: so it gets done!

Ford engineers have made a special effort to place items requiring frequent attention within easy reach. Daily servicing is more apt to be done as a routine matter.



Water is checked through a spring-loaded hinged door on front of the cab. Radiator cap is angled for convenient filling. Every service operation is made just as easy as possible.



Batteries can be serviced without tilting cab. This handy arrangement encourages proper servicing, helps cut maintenance costs.

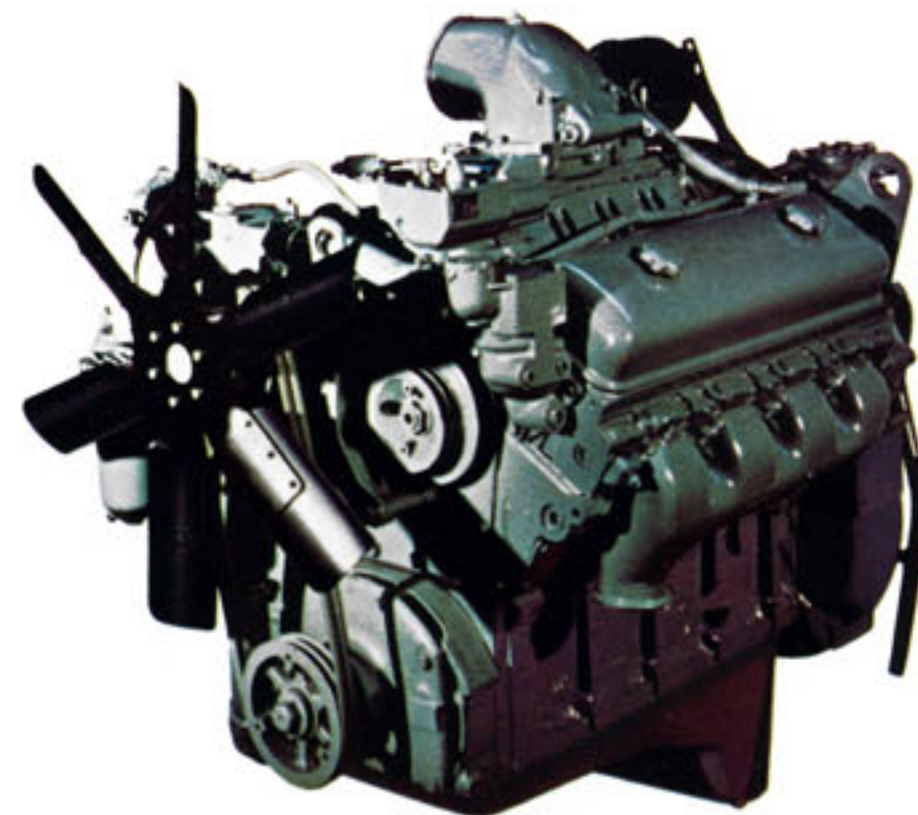


Both oil dipstick and filler pipe extend from the engine to the back of the cab. You can check or add oil with cab in place.



Draining Ford's under-floor air tanks is a snap. Just reach under the cab skirt and open the pet cocks. No other truck makes this job so easy.

Choice of 19 engines lets you choose the right power to match your specific needs.



CUMMINS						CATERPILLAR	DETROIT DIESEL		
NHE-195* 195 HP @ 1950 580 Tor. @ 1300	NH-220 220 HP @ 2100 606 Tor. @ 1600	NHC-250 225 HP @ 2100 620 Tor. @ 1400	NHC-250 250 HP @ 2100 685 Tor. @ 1500	V8E-235 235 HP @ 2400 567 Tor. @ 1600	V8-265 265 HP @ 2600 600 Tor. @ 1800	1673B 225 HP @ 2200 615 Tor. @ 1600	6-71NE 195 HP @ 1950 570 Tor. @ 1200	6-71N 218 HP @ 2100 604 Tor. @ 1200	6-71N 238 HP @ 2100 650 Tor. @ 1400
NTC-335 260 HP @ 2100 756 Tor. @ 1500	NTC-335 280 HP @ 2100 810 Tor. @ 1500	NTC-335 300 HP @ 2100 856 Tor. @ 1500	NTC-335 320 HP @ 2100 895 Tor. @ 1500	NTC-335 335 HP @ 2100 930 Tor. @ 1600		1673B 245 HP @ 2200 655 Tor. @ 1600	8V-71NE 260 HP @ 1950 761 Tor. @ 1200	8V-71N 290 HP @ 2100 805 Tor. @ 1200	8V-71N 318 HP @ 2100 864 Tor. @ 1400

*Standard; all other engines are available options. NOTE: Ratings are Max. Gross Torque (Tor.) in lbs.-ft.