

1960 **FORD** TRUCKS

SCHOOL BUS CHASSIS

B-500 • B-600 • B-700 • B-750



The best of the new...***CERTIFIED ECONOMY***, too!

New Ford School Bus Safety Chassis combine dependability and stamina with certified economy for '60!

Ford's School Bus models, with economy features certified in tests by America's foremost independent automotive research organization, offer greater value for your transportation dollar than ever before. They're unsurpassed in safety and durability—put you 'way out front in long-lived economy with Ford's modern Short Stroke engines, refined for 1960 to produce their outstanding power from even fewer gallons of regular gasoline.

And Ford offers a wide choice of key options to "custom tailor" a chassis to fit your exact requirements. New, higher capacity axles for the front and rear of most models plus larger brakes and bigger tires are available to provide that extra margin of safety so vital for school bus operation. Ford School Bus Safety Chassis models offer a whole host of improvements to provide superior performance with exceptional durability.



Thoroughly tested to meet or exceed National Education Association Requirements



B-500—154-inch wheelbase for up to 36-passenger bus bodies. GVW 15,000 lb. 139-hp 223 Six, 172-hp 292 V-8 or 180-hp 292 Heavy Duty V-8 engine. Big 13,000-lb. rear axle is standard with V-8's, optional with the Six.



B-600—192- or 220-in. wheelbase for 48- to 54-passenger bodies. GVW 17,000 lb.; optional, 19,500-lb. 139-hp 223 Six, 172-hp 292 V-8 or 180-hp 292 HD V-8. New 16,000-lb. rear axle with larger brakes now available.



B-700—245- or 262-in. wheelbase for 60- to 66-passenger bodies. GVW 21,000 lb.; optional, 22,000 lb. 172-hp 292 V-8 or 180-hp 292 Heavy Duty V-8 engine. New 7,000-lb. front and 18,500-lb. rear axles with larger brakes optional.



B-750—245- or 262-in. wheelbase for 60- to 66-passenger bodies. GVW 22,000 lb. 194-hp 302 Heavy Duty V-8 engine. New 7,000-lb. front and 18,500-lb. rear axles with larger brakes optional. 11-22.5 front and dual rear tires now available.

A SPECIFICATION SHEET IS AVAILABLE FOR EACH OF THE MODELS IN THIS FOLDER. For additional information on Ford Trucks, please ask for the following model folders: *Light Duty, 4-Wheel Drive, Medium Duty, Heavy Duty, Super Duty, Tandem Axle, Parcel Delivery and Courier.*

PLUS FORWARD-CONTROL CHASSIS



Four P-Series forward-control chassis, with wheelbases of 104, 122, 137 and 154 inches, are available for custom-built, metropolitan-type bus bodies. Ford forward-control chassis permit a shorter wheelbase per given passenger capacities for greater maneuverability. Ask your Ford Dealer for full details.

Ford's built-in Safety begins with the chassis

Strong, parallel ladder-type frame in Ford's School Bus Safety Chassis provides the rigid base required to handle modern, large-capacity bodies safely. Channel reinforcements from front to rear springs add extra frame strength and safety to B-700 and B-750 models. Channel-type front bumper on all models is attached directly to frame for increased strength and rigidity. Component parts—axles, frames and springs—have the long-lived stamina, strength and durability you need for safer school bus operation.

DRIVESHAFT—Non-whip design with large diameter for added strength. Each shaft section protected by metal guard. Meets N.E.A. requirements.

REAR AXLES—Full-floating type with ample strength to support heaviest passenger loads. Exceed N.E.A. requirements.

FRAME—Deep-channel, ruggedly built to furnish a strong foundation for the entire bus. Exceeds N.E.A. requirements.

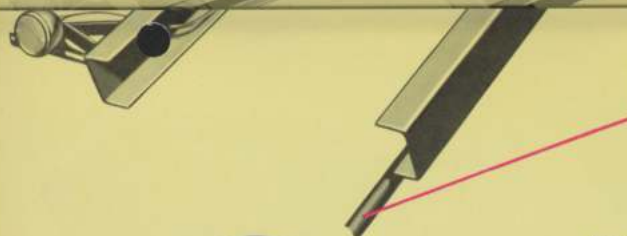
FRONT AXLES—Wide treads provide greater stability and short-turn handling ease. Extra-high capacity. Exceed N.E.A. requirements.

FRONT BUMPER—Heavy-duty channel attached directly to ends of frame side rails for extra sturdiness. Meets N.E.A. requirements.

FRONT SHOCK ABSORBERS are double-acting type with high capacity for good ride control (extra cost). Exceed N.E.A. requirements.

FUEL TANK—Heavy-gauge 30-gallon fuel tank has flexible gasoline- and oil-proof connections at engine end of fuel line. Meets N.E.A. requirements.

SPRINGS—Heavy-duty type with the resiliency and durability required to cushion the roughest road bumps. Rear springs are wide-span progressive type for most comfortable ride. Exceed N.E.A. requirements.



EXHAUST PIPE — Completely insulated from fuel system and extended beyond frame to carry fumes safely away from body. Meets N.E.A. requirements.

NEW HD FRONT AXLES

Big 6,000-lb. wide-track front axle is now optional on Ford B-600. And a new heavy-duty 7,000-lb. axle is optional on B-700 and B-750 Series for greater durability.



AUTOMATIC TRANSMISSION

Triple Drive Range Transmatic with six automatic speeds and torque converter multiplies engine torque as much as 14 times! Built-in retarder holds bus back on downgrades, saves brakes. Available on all models with governed V-8's.



NEW SERVICE BRAKES

Improved standard brakes for B-600 with heavier rear brake drums, new linings front and rear, and new booster give 10% faster stops and brake lining life is increased 20%.



Features that mean stable, easy handling

NEW 5-SPEED TRANSMISSION

Improved 5-speed Synchro-Silent transmission has shorter shift-lever travel in low and reverse, reduces shifting effort in all gears. Optional B-600 and B-700. Standard B-750.



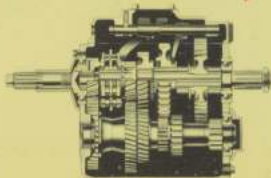
NEW OPTIONAL REAR AXLES

16,000-lb. rear axles now available in single-speed or 2-speed design for B-600 Series. Both axles include larger brakes for greater safety.

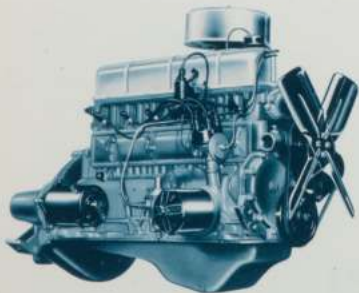


HD SEMI-CENTRIFUGAL CLUTCH

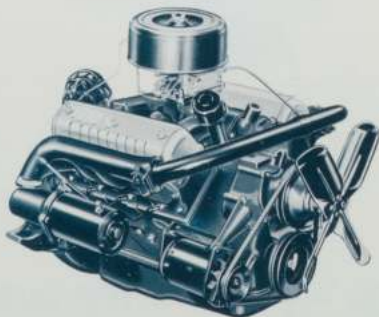
Large diameter clutch features HD woven asbestos linings for faster heat dissipation, greater efficiency in severe start and stop operations.



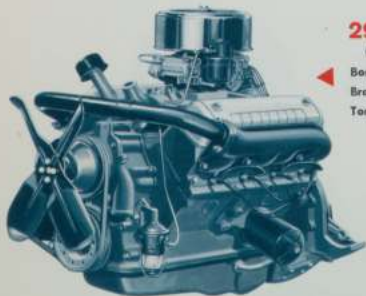
Ford offers power plus Economy with Short Stroke engines...V-8 or Six!



223 Six (Std. 8-500, 8-600)
Bore—3.62 in. Stroke—3.60 in.
Brake Horsepower—139 @ 4200 rpm
Torque—203 lbs-ft @ 2000-2600 rpm



292 V-8 (Std. 8-700, Opt. 8-500, 8-600)
Bore—3.75 in. Stroke—3.30 in.
Brake Horsepower—172 @ 4000 rpm
Torque—270 lbs-ft @ 2000-2600 rpm



292 HD V-8
(Opt. 8-500, 8-600, 8-700)
Bore—3.75 in. Stroke—3.30 in.
Brake Horsepower—180 @ 4000 rpm
Torque—274 lbs-ft @ 2000-2800 rpm



302 HD V-8 (Std. 8-750)
Bore—3.62 in. Stroke—3.66 in.
Brake Horsepower—194 @ 3800 rpm
Torque—290 lbs-ft @ 2600 rpm

Modern Short Stroke design in every Ford engine—V-8 and Six—reduces internal friction and provides more usable power from every gallon of regular grade gasoline. And for '60, Ford offers four Short Stroke engines with the power, economy and durability you need for dependable school bus operation.

Tests by America's foremost independent automotive research organization certify the gas savings of the Ford 223 Six . . . the same engine that beat all other competitive sixes in Economy Showdown U.S.A. And Ford's durable V-8's have the extra power to flatten out steep hills and long grades with ease. Ford has heavy-duty power, too—the 292 HD V-8 and the 302 HD V-8 have the reserve power on tap, ready at your beck and call, to help you stay on schedule under extreme operating conditions. All Ford engines have the power to exceed N.E.A. gradeability requirements, too!

Equal-coil springs for more uniform valve action at high speeds

Strong, lightweight aluminum alloy pistons. Integral steel struts for controlled expansion, best performance

Full-length water jackets completely surround cylinders to provide more uniform cooling and even metal expansion

Strong, durable camshaft for longer cam life

Improved carburetion for greater fuel savings through the entire engine speed range

Large intake passages for freer engine breathing, increased power and efficiency

Integral valve guides for cooler running valves and long life

18-mm. spark plugs that resist fouling up to 3 times longer, prolong peak efficiency

Chrome-plated top ring for tighter compression seal, longer ring life

Full-pressure lubrication for longer-lasting bearings

Full-balanced crankshaft with rubber-floated vibration damper for smoother performance

292 HD V-8



ROTOR OIL PUMP on V-8's has high pumping capacity at all speeds. Positive displacement design is virtually unaffected by normal wear for long-lived service.



NEW OIL FILTER assembly for Six and V-8's with replaceable cotton sisal element provides a 20% increase in oil filtering efficiency for longer engine life.



NEW COMBUSTION CHAMBER on V-8's improves fuel economy. Increased squish area in chamber produces greater fuel-air turbulence for more efficient combustion.



NEW WIRING SYSTEM has multiple plug connectors, fuse panel, thicker insulation and rubber-tipped metal or plastic clips, for greatly improved electrical reliability.



SODIUM-COOLED EXHAUST VALVES on 292 and 302 HD V-8's together with integral valve guides run up to 225 degrees cooler, last far longer than ordinary valves.

Every major body builder makes bodies for FORD School Bus Safety Chassis

Every major school bus body manufacturer in the United States builds bodies for Ford chassis. This means you can select the exact body style you need with the capacity you require for your particular operation. Any bus body can be mounted easily and quickly on Ford's School Bus Safety Chassis—and at less cost. Ford's functional "flat face" cowl design with raised lip accommodates any mod-

ern bus body—right up to big 66-passenger size.

Illustrated below are typical examples of body styles available to meet your needs. Whatever your school transportation requirements may be, your Ford Dealer will be happy to discuss them with you. He can give you valuable assistance, not only in choosing the right Ford School Bus Safety Chassis . . . but also in selecting the bus body best suited to your individual needs.



Blue Bird Ultra-View
BLUE BIRD BODY COMPANY
Fort Valley, Georgia



Carpenter Premier Custom Viceroy
CARPENTER BODY WORKS, INC.
Mitchell, Indiana



Americoach Model 2915
H. O. DE BOER AND ASSOCIATES
Lake Worth, Florida



Model RB-23-9
HACKNEY BROS. BODY COMPANY
Wilson, North Carolina



Onida Warrior
ONEIDA PRODUCTS DIVISION
Canastota, New York



Stewart Model 7078
STEWART STEEL PRODUCTS, INC.
Brooklyn, New York



Superior Pioneer
SUPERIOR COACH CORPORATION
Lima, Ohio and Kosciusko, Miss.



Thomas Saf-T-Liner
PERLEY A. THOMAS CAR WORKS, INC.
High Point, North Carolina



Ward Master Deluxe
WARD BODY WORKS, INC.
Conway, Arkansas



Wayne Superamic
DIVCO-WAYNE CORPORATION
Richmond, Indiana

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FORD TRUCKS COST LESS . . . Less to own . . . Less to run . . . Built to last longer, too!



FORD DIVISION, *Ford Motor Company*