

**SERIES
F-800**

Max. G.V.W.—22,000 lbs.
Max. G.C.W.—48,000 lbs.



**DESIGNED FOR
MODERN, LOW-COST
SPEED-HAULING**



GASOLINE (OIL, MILK) TANK TRUCK



TRACTOR WITH LOGGING SEMI-TRAILER

COMPLETELY NEW FOR '53!

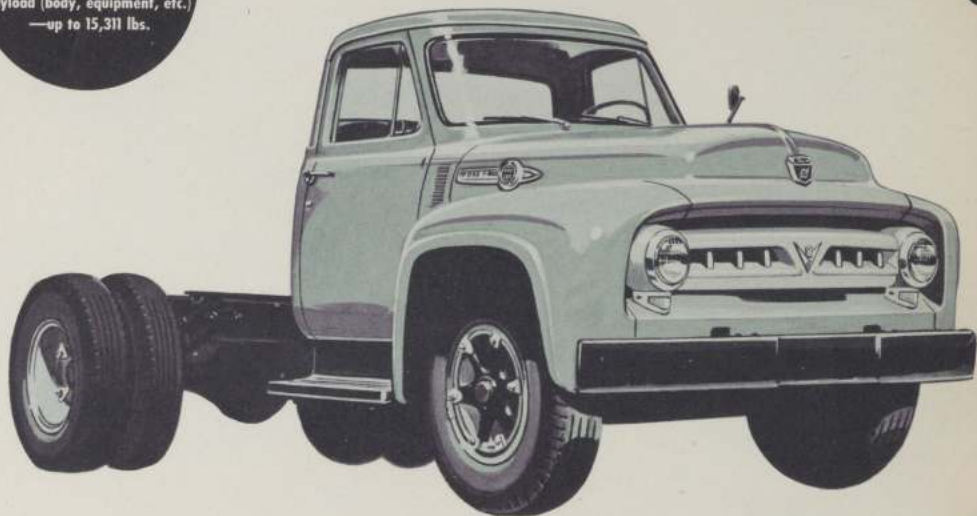
FORD *ECONOMY* TRUCKS

SAVE TIME • SAVE MONEY • LAST LONGER!

ALL-NEW F-800 CHASSIS-CAB

Payload (body, equipment, etc.)
—up to 15,311 lbs.

Rugged Master of



Engineered to

HERE'S EXTRA HEAVY PERFORMANCE THAT'S EXTRA LIGHT ON YOUR BUDGET!

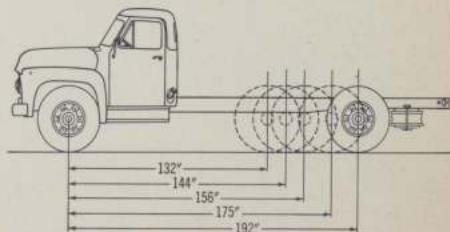
Here's a combination of power and strength that stands up to the challenge of the roughest trucking requirements! With its mighty 155-h.p. Cargo King V-8 engine and famous Ford long-life construction, the F-800 rolls away with trucking's durability, performance and economy records. The Ford F-800 pulls its 22,000 lbs. gross at a calculated top road speed of over 60 mph.

New Ford Economy Trucks for '53 are engineered with many time- and labor-saving features to do their jobs faster, to handle more deliveries per hour, to make more trips per day.

New Ford Driverized Cabs feature new visibility, new comfort and new convenience that reduce driver fatigue, provide unmatched driver efficiency enabling drivers to do more work with greater ease and safety. Ultra-modern Ford high-compression LOW-FRICTION power plant develops high sustained torque that moves big loads faster . . . while saving

F-800 CHASSIS-CAB MODELS PLUS MANY EQUIPMENT OPTIONS GIVE YOU EXACTLY THE RIGHT TRUCK FOR YOUR SPECIFIC JOB REQUIREMENTS

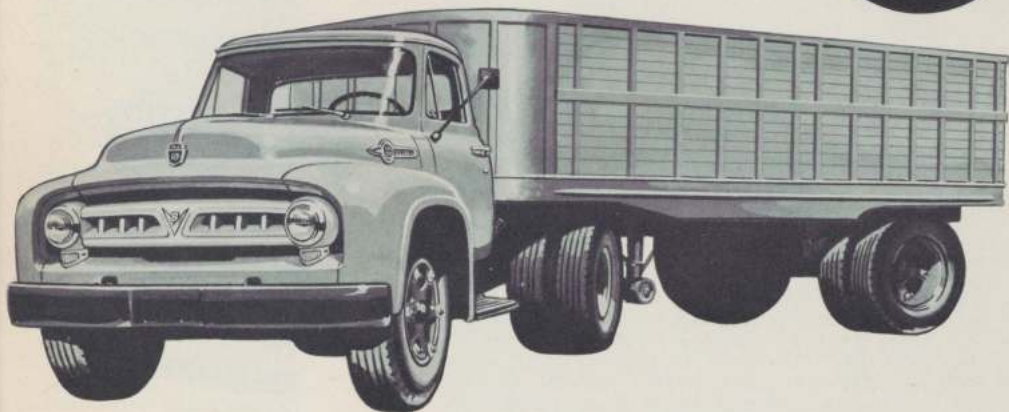
You can choose from five wheelbase lengths—132, 144, 156, 175 or 192 inches—plus a wide variety of available equipment to fit your specific operating requirements. The F-800 takes special purpose bodies from 7½ to 19 feet. Payload capacity, including body, equipment, etc., goes over 7½ tons. Your Ford Dealer will help you select the exact cab, axles, brakes, transmission, springs, wheels and tires to provide the most efficient power-chassis-body combination for your work needs!



Toughest Trucking Jobs!

ALL-NEW F-800 BIG JOB TRACTOR

Wheelbases: 132 and 144 in.
Max. G.C.W. 48,000 lbs.



JOBS DONE FAST!

on gas! New Ford shorter-wheelbase chassis and more efficient controls provide time-saving maneuverability in swift-flowing traffic and in congested areas!

Powered by the highly efficient, overhead valve 155-h.p. Cargo King V-8, this F-800 Big Job is the ton-mile master of the Ford Truck line. Its low first cost . . . lower than any other truck in its performance class . . . plus low running cost and proven longer life puts the F-800 head and shoulders alone in competition as the biggest truck value!

HERE'S POWER-TO-SPARE MIGHT FOR PULLING OVER 16-TON PAYLOADS!

This F-800 packs the brawn and power needed to wheel big cargoes cross-country or in and out of the tightest traffic streams. Its 317 cu. in. Cargo King V-8 develops 155 horsepower . . . flashing power that moves bigger loads faster, easier and most economically! With 2 wheelbases available for tractor use, the F-800 handles almost any kind of trailer combinations.



PULLING POWER! Cargo King 155-h.p. V-8, most powerful Ford Truck engine ever built has power reserves providing instant acceleration . . . for passing, maneuvering in traffic or hill climbing! Here's power that rolls up more miles per day, piles up profit on long hauls or short pulls!



OPERATING FLEXIBILITY! Whether you operate over hills or level highways, in local or interstate hauling, the F-800, with choice of heavy duty 5-speed overdrive or direct drive transmissions and single- or 2-speed rear axles, provides the flexibility needed to fit your type of operation.



DRIVING EASE! Ford's new "Driver-ized" Cabs cut driving fatigue, increase driver efficiency. There's new comfort, safety, and driving ease. Steering is more responsive. Powerful hydraulic brakes and other controls are positive-acting, easier-operating, safer.

ALL-NEW F-800

BIG JOB

Wheelbases: 132, 144,
156, 175 and 192 in.
Max. G.V.W. 22,000 lbs.



CONCRETE MIXER
144-, 156-, 175-in. wbs.

F-800 BIG JOB CHASSIS WILL ACCOMMODATE ANY TYPE OF SPECIAL BODY FROM 7½ TO 19 FT.

The Ford F-800 will handle almost every extra heavy duty truck assignment . . . every kind of vocational body, every kind of load. Chassis-cab models are available on 5 wheelbase lengths for 2-unit special-purpose bodies as follows: 132-in. for 7½-9 ft.; 144-in. for 9-11 ft.; 156-in. for 10-13 ft.; 175-in. for 13-16 ft.; and, 192-in. for 16-19 ft. body length ranges. Body and equipment manufacturers offer a wide variety of vocational and specialized bodies for use on the Big Job chassis. A few examples are shown at right. Your Ford Dealer will be delighted to aid you in selecting *exactly* the right body and equipment for your specific work requirements.



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



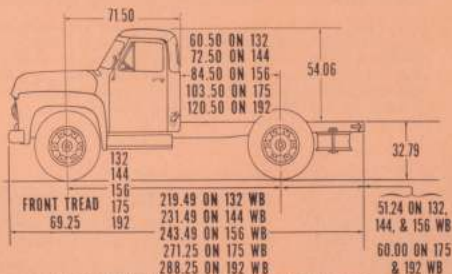
LIME SPREADER
144-, 156-, 175-in. wbs.



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



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



ALL DIMENSIONS WITH 9.00-20 10-P.R. TIRES (LOADED)

CAPACITY CHART—SERIES F-800 CHASSIS WITH CAB

TIRES—6. SIZE—front and dual rear	9.00-20 10-ply rating					10.00-20 12-ply rating				
	20,000 lbs.					22,000 lbs. †				
GROSS VEHICLE WEIGHT RATING (severe service rating)	132	144	156	175	192	132	144	156	175	192
WHEELBASE (in.)										
CURB WEIGHT (with fuel and water) (est.) (lbs.)	6,525	6,565	6,625	6,710	6,775	6,689	6,729	6,789	6,874	6,939
PAYLOAD, BODY, EQUIPMENT, (approx.) (lbs.)	13,475	13,435	13,375	13,290	13,225	15,311	15,271	15,211	15,126	15,061

For 2-speed axle add 100 lbs. to "curb weight" and deduct from "payload." For air brakes add 300 lbs. to "curb weight" and deduct from "payload." For disc wheels add 90 lbs. to "curb weight" and deduct from "payload." For air booster add 100 lbs. to "curb weight" and deduct from "payload." † With Heavy Duty rear springs.

All-New Comfort Ride—in Every Way!

ALL-NEW DRIVERIZED CABS

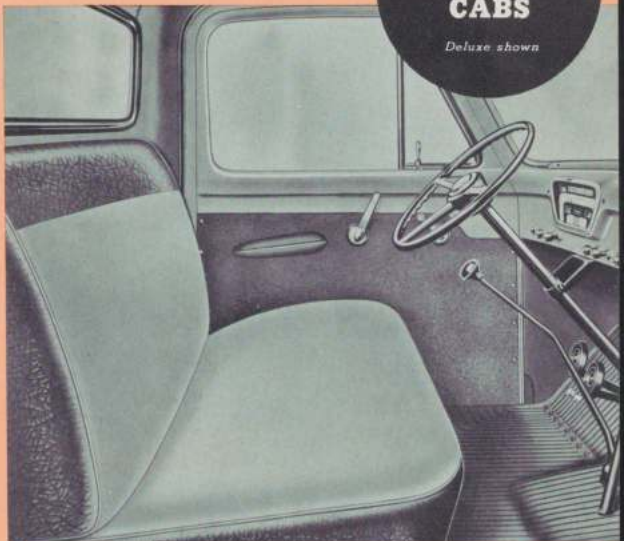
Deluxe shown



New One-piece Curved Windshield, 85% bigger for more visibility. Full-width rear window—4 ft. wide! Deep side windows.



All-New Roominess everywhere you look! With wider cab interiors, there's more hip room, shoulder room, leg room and foot room!



Roomiest, Most Comfortable Truck Cabs on the American Road ... Designed to Reduce Driving Fatigue!

The all new Ford *Driverized* Cabs usher in a completely new era of truck riding comfort. They ride so easily, you handle the controls so easily, you won't believe you're riding in a truck. Every inch of these new Ford Cabs is designed to free the driver of truck fatigue... to make driving easier, safer and more efficient. There's more roominess, more comfort, more convenience, more visibility! Less effort required for driving means drivers stay fresh longer, like their jobs better, do more and better work.



New Curved Instrument Panel has "cockpit" cluster with big instruments for split-second reading. Smart new interior trim.



New Wider Seat provides roomy comfort for 3 men. New non-rag springs. *Exclusive* Ford Counter-Shock seat snubber absorbs road shocks for a softer, smoother ride. Both seat and seat back are independently adjustable.



New Wider Door Opening for easy entrance and exit. New goose-neck hinges swing door outside door opening, hold door firmly for better fit. More space between seat and door pillar lets driver swing in and out with ease.

DRIVERIZED DELUXE CAB

... FINEST TRUCK CAB EVER BUILT!

For slight additional cost, you receive all these customized "extras"!

Foam rubber seat padding! Thermacoustic headlining, backed by glass wool insulation! Sound deadener on floor and rear panels! Two-tone seat upholstery and interior trim! Two adjustable sun visors! Two arm rests! Illuminated cigar lighter! Dome light with automatic door switches! Sturdy lock on dispatch box and both doors! Distinctive chrome or bright metal hardware and exterior trim!

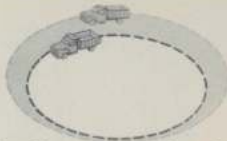
NEW FEATURES EVERYWHERE!

3-Way ventilation for fresh, clean air! New deeper arm-rest side windows! Improved Level-Action suspension! Fully weather-sealed construction! New insulation keeps out engine fumes! New overlapping windshield wipers! New push-button door handles! New Rotor-type door latches! New MagicAire heating, defrosting and ventilating system—most efficient in any truck (extra cost)! New stronger doors and pillar posts! Sound deadener on doors! Ideally located clutch and brake pedals!

ALL-NEW FORD CHASSIS DESIGN GIVES YOU ALL-NEW STEERING EASE . . . WORK-SAVING, TIME-SAVING MANEUVERABILITY!



New wide-tread front axle is set back to provide a shorter wheelbase. Front axle supports larger share of load for better weight distribution.



New shorter turning, the result of Ford's new front axle design, provides time-saving maneuverability. Turning diameters are up to 12 ft. less.



New ride control for the driver. With shorter wheelbase, driver sits nearer the easy-riding front springs, farther from load-supporting rear springs.



Powerful, double-cylinder hydraulic brakes, 16 by 5 in. rear, are self-energizing, both forward and reverse, with lighter pedal pressure, for smoother, safer stops. Equalized pressure at all points along the lining reduces drum and lining wear, minimizes maintenance. Vacuum power actuation multiplies brake pressure at shoes over 100%—retains normal brake "feel" for reliable control.

Full air brakes combine smooth flexibility with positive braking action (available extra cost). Heavy two-shoe type with slack adjusters. **New air-over hydraulic** system, also available, has some 7 1/4 cu. ft. compressor and two 830 cu. in. air tanks as full air but utilizes air booster control of the hydraulic brakes, for lower cost and 200 pounds less weight. Air warning buzzer with both systems.



Most Advanced Chassis in Trucking!

Heavy duty oil-bath air cleaner

Integral vacuum-type rotor controlled governor

Roll Action needle bearing steering gear, 3 teeth in mesh, reduces friction

12-inch Gyr-Grip clutch, low pedal pressure—high plate pressure

Heavy duty 5-speed Synchro-Silent transmissions—direct-drive, std., overdrive, opt.

Rubber-encased drive line center bearing for quiet, long-life performance

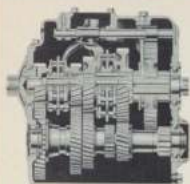
Powerful hydraulic brakes—double cylinder, self-energizing—with vacuum booster. Air-over-hydraulic and full air brake systems avail.

Needle bearing universal joints for longer life

Rugged spiral-bevel full-floating axle, 2-speed axle avail.

New gas tank location saves cab space

Tubular propeller shafts, large diameter, non-whipping



Heavy duty 5-speed Synchro-Silent transmissions are engineered for easy shifting and long term endurance. Direct drive, standard, gives greater performance in low speeds for off-road work or other extra tough jobs. Overdrive, optional, gives greater fuel economy by cutting engine rpm's approximately 20% for comparable road speeds.

155-h.p. Cargo King V-8 engine develops high sustained torque

Rugged flat tube and fin radiator; U-type support

Ford Power Pilot fully automatic carburetor-distributor for most power from the least gas

Channel bumper attached directly to frame

New, wide frame front cross members for improved engine accessibility

Engine mounting 3-point rubber-cushioned; rear mounting under clutch housing for easier maintenance

New set-back wide-front axle for shorter turning, more stability

Solid steering drag link, automatic tie rod ends—with dust shields

New battery location away from engine heat

New, extra heavy duty frame, with rugged parallel side rails, 9 in. deep; channel reinforcements for greater strength

Wide-span, 14-leaf, 52" x 3" rear main springs, with 7-leaf auxiliary

20-inch wheels, cast spoke std., disc opt. Advanced 3-piece rims with 5" tapered bead seat



DISPLACEMENT—317 cu. in.
HORSEPOWER—155 at 3,900 r.p.m.
TORQUE—284 lbs.-ft. at 1,700-2,000 r.p.m.
BORE—3.8 in.
STROKE—3.5 in.
COMPRESSION RATIO—7.0 to 1

155-H.P. CARGO KING V-8

This high-compression, Low-FRICTION overhead valve V-8 develops up to 29% more net horsepower per cubic inch displacement than other engines in its class . . . provides big gas savings! For high-compression performance that hustles big loads through traffic with greater ease and economy, choose the mighty 155-h.p. Cargo King V-8.



Fully-Proven POWER PILOT

gives Most Power from Least Gas . . . automatically meters and fires the right amount of gas to match all operating conditions.

Dual downdraft carburetor for better performance and economy.

Free-Turn valves (both intake and exhaust) for self-cleaning, better seating. Forged exhaust valves resist bending and warping, prolong valve life.

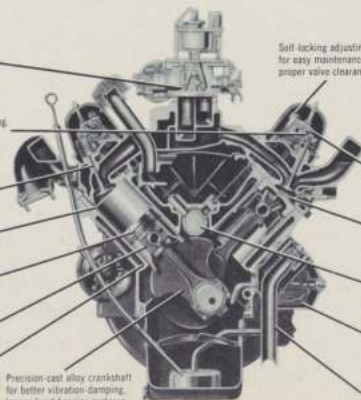
Valve guides integral with cylinder head for better heat transfer.

Steel head gasket for positive seal, more power.

Chrome-plated top ring designed to prevent scuffing during break-in.

Auto-thermic pistons of aluminum alloy with steel skirts for controlled piston-to-wall clearance.

Full-length water jackets surround each cylinder, maintain cylinder bore, reduce wear.



Self-locking adjusting screw for easy maintenance of proper valve clearance.

Precision-machined cast alloy rocker arm for greater durability.

Flame-Flow combustion chambers for more efficiency.

High-Lift camshaft with timing chain drive for quiet operation, fast valve action.

Full-Flow oil filter cleans all the oil, prolongs engine life.

Crankcase ventilation system withdraws harmful vapors.

SERIES 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.	7000
Size (Height x Width x Web)—in.	Modified I-Beam 3.19 x 2.88 x 0.44
AXLE, REAR	
Capacity—lbs.	17,000
Type—Standard	Single Reduction—Spiral Bevel—Full-Floating
Axis Ratio	8.27:1 to 1—Type 7.07:1 to 1
Opt. Axle (Extra Cost)—Type	Two-Speed Planet—Full-Floating
Ratio	6.30/8.87
BRAKES, SERVICE	
Standard—Type	Vacuum Power-Operated, Hydraulic, Two-Wheel
Front Brake (Drum Diam. x Lining Width—Thickness)—in.	16 x 2 1/2 x 1/4
Rear Brake (Drum Diam. x Lining Width—Thickness)—in.	16 x 3 1/2 x 1/4
Total Area—sq. in.: Drum—Lining	728—483
Booster	Single-unit—Power Chamber, Hyd. Vac. Valve and Slave Cyl.
Effective (Disc Brake)—in.	10.94
Optional (Extra Cost)	Air-Over-Hydraulic System with Air Booster and Air Warning Hooter
Optional (Extra Cost)—Type	Full Air Operated, Heavy Two-Speed Shock Absorbers
Front Brake (Drum Diam. x Lining Width—Thickness)—in.	16 x 2 1/2 x 1/4
Rear Brake (Drum Diam. x Lining Width—Thickness)—in.	16 x 3 1/2 x 1/4
Total Area—sq. in.: Drum—Lining	728—483
Compressor	2-Cylinder, Water Cooled, 7 1/2 Cu. Ft. Displ. at 1200 RPM
Air Reservoir Tanks	2—350 Cu. In. Capy. Each; Air Gauge on Instrument Panel, and Air Warning Hooter
BRAKE, HAND	
Type	Drum and Contracting Band at Rear of Transmission on Drive Line
Size (Drum Diam. x Lining Width—Thickness)—in.	10 1/4 x 3—1/8
Total Lining Area—sq. in.	149.2
BUMPER	
Type	Curved, Truck-Type Channel Bolted Direct to Front of Frame Side Rails
CLUTCH	
Type	12-in. Gym-Grip, Semi-Centrifugal Single Plate
Total Frictional Area—sq. in.	149.2
COOLING SYSTEM	
Capacity—gal.	25
Radiator	Flat Tube and Fin—Pressure Cap
Thermostat	In Engine Water Outlet
Fan, Diameter—in.	19 1/2—4-Blade
DRIVE LINE	
Type	Hotchkiss, Straight Line Drive
Propeller Shaft—Number	Two, Tubular, Forged Steel Ends
Diameter, in.: 142 1/2 x 156 1/2 Wbs.	3.0 (front and rear)
175 1/2 Wbs.	4.0 (front)—3.0 (rear)
192 1/2 Wbs.	4.0 (front and rear)
Universal Joints—Number, Type	Two, Needle Roller Bearing
Center Bearing	Rubber Laminated Ball Type
ELECTRICAL SYSTEM	
Battery	Heavy Duty 6-Volt, 17-Plate, 120-Amp. Hr. Capacity
Generator	40-Amp., 280 Watts
Ignition	Full Vacuum Controlled System, Fully Automatic
Distributor: Metal-Clad Coil; Open Wiring in Rubber Grommets	
Head Lights	Sealed Beam, Foot-Switch Beam Control
Starter	High Torque, Automatic Engagement, Solenoid Switch, Push Button Control
Parking Lights: Left-hand Combination Stop and Tail Light; Instrument Lights: Ignition Switch with Key Lock; Circuit Breakers; Voltage Regulator.	
ENGINE	
CARGO KING V-8	
No. Cylinders—Bore and Stroke, in.	8 Cyl. Overhead Valve V-type—3.8 x 3.5
Displacement—cu. in.	417
Governed Speed—RPM (factory setting)	3600 (3600—3800 (no load))
Max. Brake Horsepower—RPM	145 @ 3000
Max. Torque—Lbs.-ft.—RPM	284 @ 1700-2000
Compression Ratio	7.9 to 1
FRAME	
Side Rails—Type	Parallel, Channel Section—Tapered Front and Rear
Max. Section (Depth x Flange x Thick.)—in.	8.2 x 3.4 x 1/4
Reinforcement	Channel, Inside Rail—4.0
Max. Section (Depth x Flange x Thick.)—in.	8.2 x 2.56 x 0.13
Section Modulus	13.83

Cross Members—Type.... Flanged "U" Type with Alligator Jaw and Channel Sections
Number—132 and 144* Wbs.

*Channel reinforcements extend from rear brackets at front springs to front brackets of rear springs.

FUEL SYSTEM

Carburetor..... Dual Concocted Downdraft
Air Cleaner..... Heavy Duty Oil Bath, One Qt. Capacity
Fuel Pump and Filter..... Discharge Type, 1800 RPM from Camshaft
Fuel Tank—Chassis with Cab..... 20-Gal. Outside Left Frame Rail Below Cab
Chokeless Capacity..... Fuel Extension to Outside Cab—Left Side, Easy-On Cap

LUBRICATION

Engine..... Full Pressure Feed to All Main, Crankpin and Camshaft Bearings
Oil Pan..... Detachable Sump in Bottom of Pan
Chassis Lubrication..... 9 Qts. (37.7); 5 Qts. (20.0)
Chassis..... Fittings for Pressure Lubrication

SPRINGS

	Front	Main	Auxiliary
Semi-Elipitic, Ford Alloy Steel			
Length x Width—in.	46 x 2.5	52 x 3.0	37.5 x 3
Weight—lbs. per in.	12—360	14—125	7—375
Capacity, Pkg. Pad (Norm. Defl.)—per sq. in.	2250	1800 (combined)	7800 (combined)
NOTE: Above springs are for 20,000 lbs. G.V.W. For 22,000 lbs. G.V.W., optional heavy 13-leaf rear main springs (at extra cost) are required—defl. rate 1150 lbs. per in., combined capacity (with aux.) 8700 lbs. per spring.			

STEERING

Type..... Worm and Dual Row Needle Bearing Roller
Ratio..... 20:1 to 1
Type..... 20-in. Dia., 3-Spoke
Wheelbase..... 146" 144" 160" 178" 192"
Turning Circle Diam., Right or Left—in..... 49.1 49.1 55.6 57.8 62.4
The Road..... Ball Stud and Socket, Spring Loaded for Automatic take-up of Wear, Equipped with Rubber Dust Shields

TRANSMISSION

	Heavy Duty 5-Speed Synchro-Silent Direct-In-Fifth	Heavy Duty 5-Speed Synchro-Silent Overdrive
Standard.....		
Optional.....		
Gear Positions.....	First Second Third Fourth Reverse	First Second Third Fourth Reverse
Ratio (to 1): 5-Speed Direct.....	7.58 4.38 2.40 1.48 1.00	7.51
5-Speed Overdrive.....	6.00 3.40 1.80 1.00 0.799	0.680
Power Take-Off Opening.....	S.A.E. 6-Bolt, On Both Sides	

WHEELS AND TIRES

Wheels—Standard Size—Front and Dual Rear..... Four—20-inch Cast Steel Spoke Type
Optional..... Seven—Set-up Steel Tire Type
Rims—Standard Size—Front and Dual Rear..... Seven—20 x 7.0, R 17.5-Pneumatic
Tires—Standard Size—Front and Dual Rear..... Six—9.00-20 10-Ply Rating

STANDARD EQUIPMENT

Chassis-Cab, in addition to items specified above:
Center Cool Ventilator..... Hand Throttle
Curved Instrument Panel..... Oil Filter, Replaceable
Speedometer..... Cartridge Type
Water Temperature Gauge..... Engine Governor
Oil Pressure Gauge..... Twin, Matched-Tone
Fuel Charge Indicator..... Electric Horns
Ash Receptacle..... One-piece Curved
Dashpot Box..... Windshield
Choke Button..... Air Wing Ventilating
Light Switch..... Windows in Doors

AVAILABLE EQUIPMENT AND ACCESSORIES

	At Extra Cost
Axle, Rear—2-Speed Planet	Mirror, Outside Rear View
Brakes—Air-Over	Right or Left, 6" adjustment
Hydraulic or Full Air	Right or Left, 6" adjustment
Warning Hooter, with Air	Mirror, Arm Braces
Cab, Deluxe	Radi—3 Tubes plus Reel-
Directional Turn Signals	ber, Single Knobs Control
Engine Compartment Light	Radiator Grille Guard, H.D.
Fan, Heavy Duty Cooling	Reflector Plates (3 in. KG)
Fire Extinguisher (1 1/2 qt.)	with Flaps
Heater and Defroster	Rims—Wide Base for Cast
MagicAir System or	Wheels (see Wheels)
Reinforcing	Roof Lamps
Locking Gas Tank Cap	Spare Tire Carrier
*Heavy Duty Rear Springs Required	Seat Cover
	Splash Guards (3 sizes)
	with Brackets
	(1) 20 x 7.0 Dime Wheels
	(7) 10.00-20 12-p. Tires

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 parts at any time, specifications, design or price 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

TEST DRIVE THE NEW '53 FORD TRUCK
... the sweetest handling truck ever built!

FORD ECONOMY TRUCKS SAVE TIME, SAVE MONEY, LAST LONGER

Using latest registration data on 8,069,000 trucks, life insurance experts prove Ford Trucks last longer!

