

# FORD TRUCKS

1963 GASOLINE  
POWERED

## MEDIUM DUTY SERIES

F-500 / N-500 / C-550  
F-600 / N-600 / C-600



QUALITY-BUILT FOR RELIABILITY AND DURABILITY



FOR DIESEL POWER ASK YOUR FORD DEALER  
FOR THE FORD CITY-SIZE DIESEL TRUCK CATALOG

# NEW FORD N-SERIES SHORT BBC CONVENTIONALS JOIN F-AND C-SERIES MEDIUM DUTY LINE!

Standard equipment for the N-500 Series are such proven features as slipper-type front and rear springs that eliminate shackles and pins, radius-rod-leaf rear springs, I-beam front axle, and 4-speed Synchro-Silent transmission. The N-600 has the same features plus pilot-mounted disc wheels with fully cast drums and a dash-mounted brake booster. Engines available are the 135-hp and 152-hp Sixes and the 160-hp and 171-hp V-8's. Available for both series are power steering, alternator, single- and two-speed rear axles, 5-speed transmissions, heavy-duty 12-in. diameter clutch, and a wide selection of spring capacities to meet your specific hauling needs.

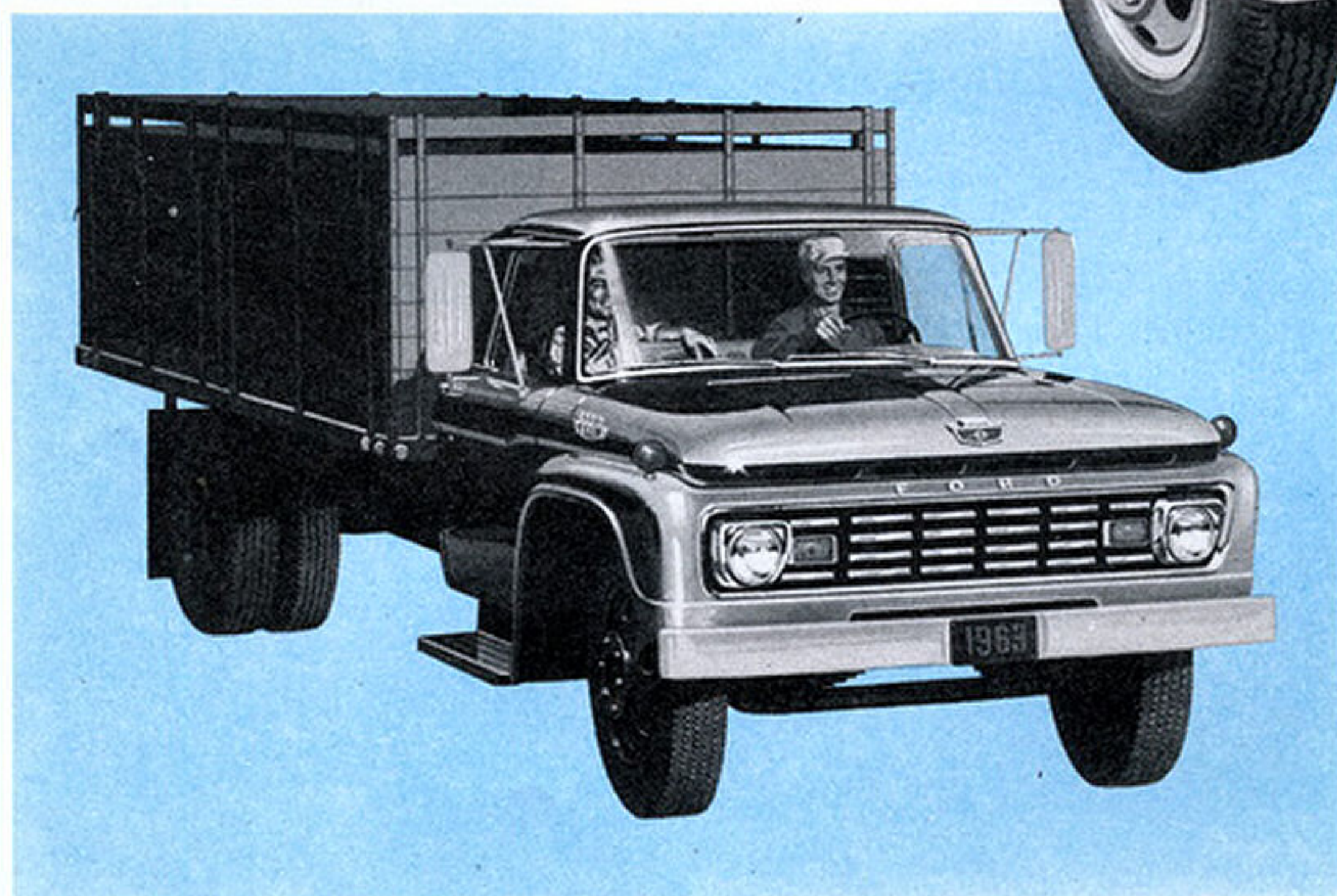


<p><b>N-500</b>                  MAX. GVW: 18,000 lb.                  MAX. GCW: 25,000 lb.                  WHEELBASES: 121, 132, 144 in.                  CA's: 60, 71, 83 in.</p>	<p><b>N-600</b>                  MAX. GVW: 23,000 lb.                  MAX. GCW: 32,000 lb.                  WHEELBASES: 121, 132, 144, 163, 181 in.                  CA's: 60, 71, 83, 102, 120 in.</p>
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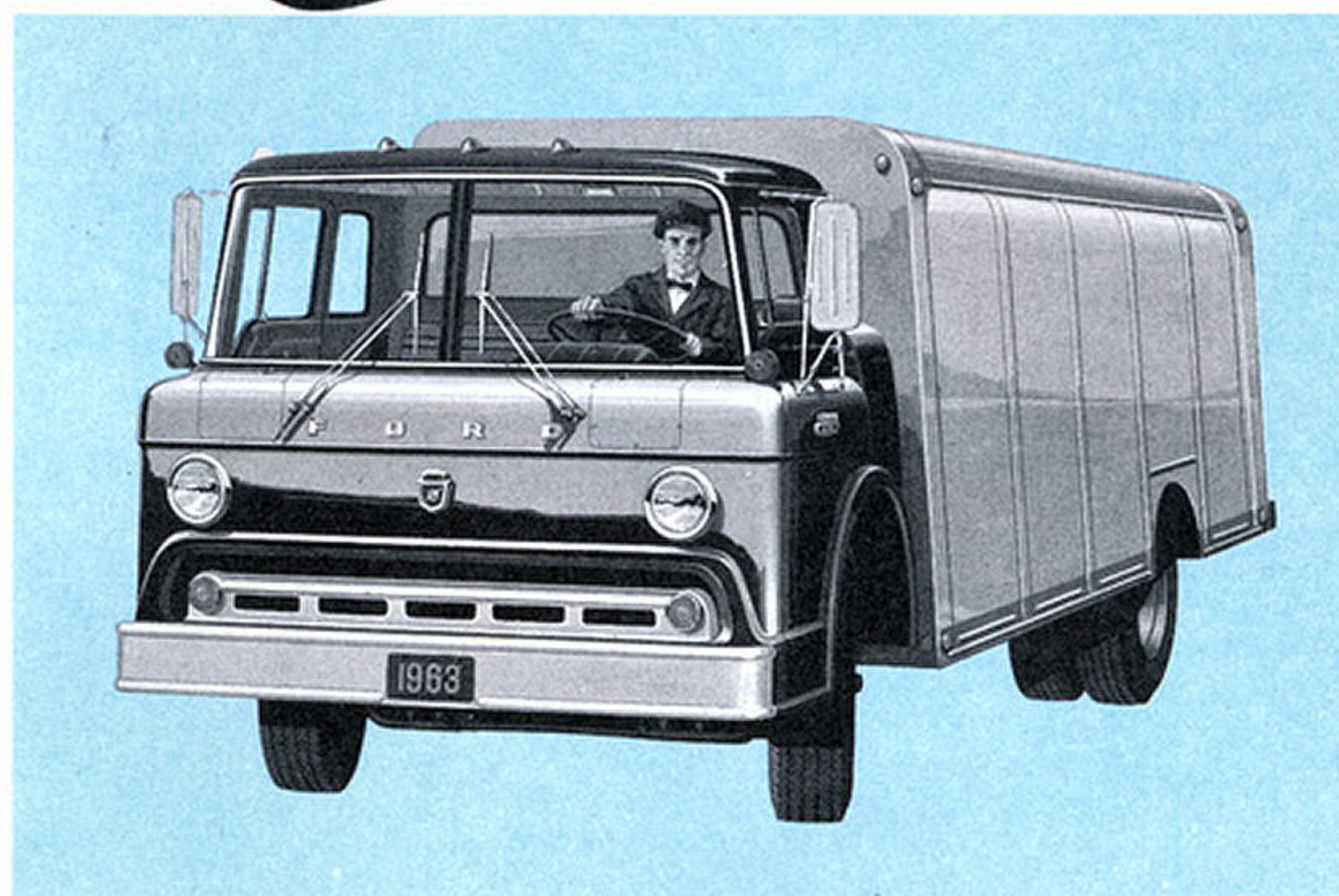


By adding the new N-Series trucks to the highly popular C-Series tilt cabs, Ford gives you the widest choice of short BBC medium duty trucks in Ford history. Because of their short length and wide-track front axles, Ford N-Series trucks provide much better maneuverability and visibility than most conventional trucks, but at a lower price than you pay for these features in tilt cab models. Ford N-Series trucks include all of the many improvements made in the entire Ford medium duty line for '63, including plastic clips to retain and protect wiring in critical areas, moisture-sealed vinyl-covered taillight wiring harness and added corrosion protection for sheet metal. This means you get more operating reliability, more durability, less downtime with '63 Ford medium duties than ever before.

Medium duty F-Series conventionals are ideal for operations where the benefit of short BBC maneuverability is not required. For '63, added electrical improvements make F-Series trucks more reliable, and additional corrosion protection in critical cab areas makes them more durable. In addition to standard radius-rod-leaf rear springs, I-beam front axles, and the Economy 135-hp Six, many options are available including 5-speed transmissions, single- and two-speed rear axles, auxiliary springs, 12-inch diameter clutch, alternators, power steering, and the powerful 152-hp Six, 160-hp and 171-hp V-8 engines.



<p><b>F-500</b>                  MAX. GVW: 18,000 lb.                  MAX. GCW: 25,000 lb.                  WHEELBASES: 132, 156 in.                  CA's: 60, 84 in.</p>	<p><b>F-600</b>                  MAX. GVW: 23,000 lb.                  MAX. GCW: 32,000 lb.                  WHEELBASES: 132, 144, 156, 174, 194 in.                  CA's: 60, 72, 84, 102, 122 in.</p>
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C-550 and C-600 Series trucks offer all the maneuverability and payload advantages of the ever-popular Ford tilt cab. Both series use the big 152-hp 262 Six as the standard engine. Also standard for both series are a wide-track 6,000-lb. capacity front axle, 4-speed transmission, auxiliary springs, and single-speed rear axle. Optional equipment includes heavy-duty 12-inch diameter clutch, alternator, two-speed rear axles, 5-speed transmissions, air-over-hydraulic or full-air brakes for C-600 only, power steering, and a choice of either the 292 V-8 or 292 HD V-8.

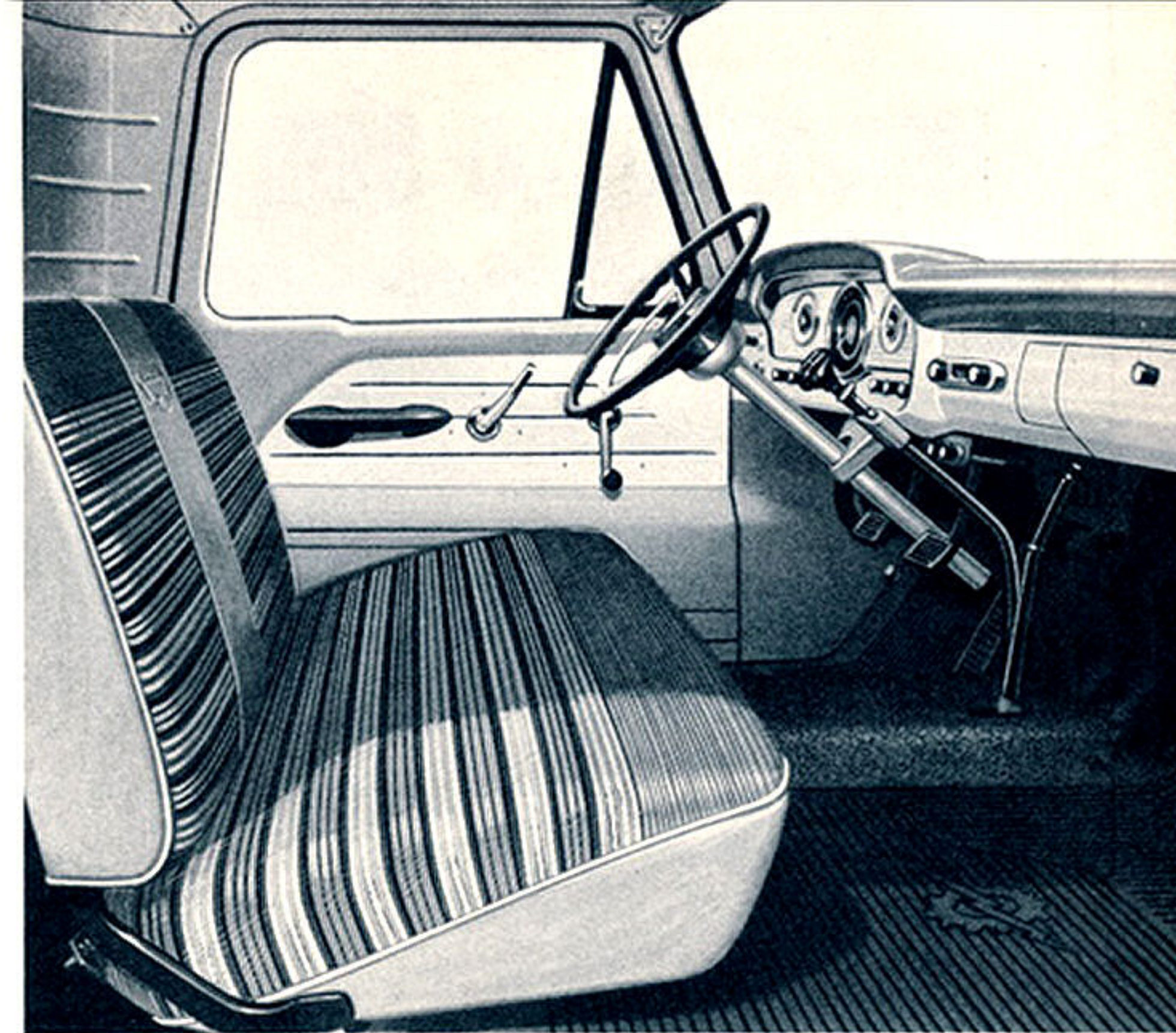


<p><b>C-550</b>                  MAX. GCW: 25,000 lb.                  WHEELBASES: 99, 111, 135, 153 in.                  CA's: 72, 84, 108, 126 in.</p>	<p><b>C-600</b>                  MAX. GVW: 22,000 lb.                  MAX. GCW: 32,000 lb.                  WHEELBASES: 99, 111, 135, 153 in.                  CA's: 72, 84, 108, 126 in.</p>
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# MODERN FORD CABS

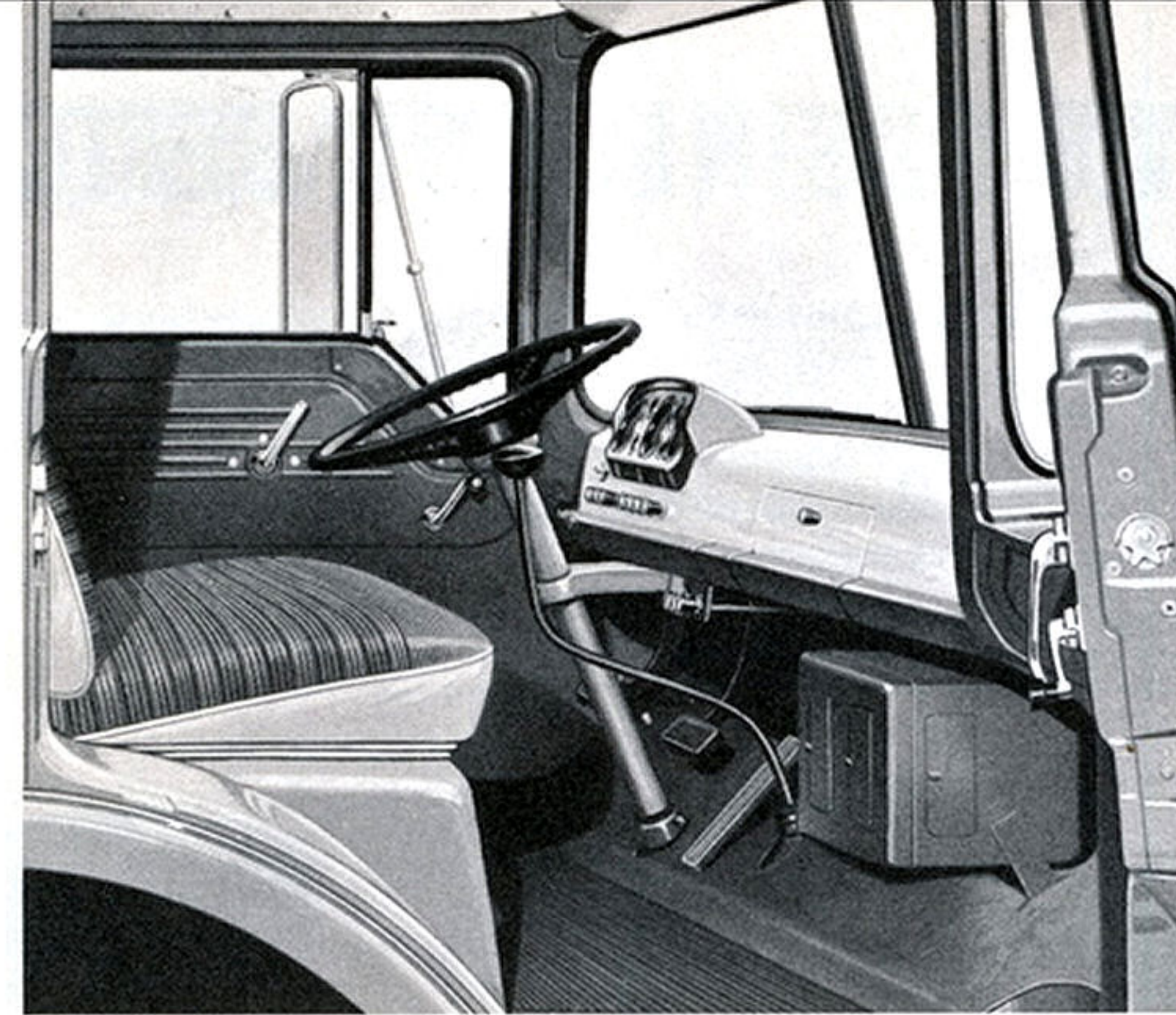
## COMFORT-CONDITIONED

Just slip into a Ford cab and see for yourself the solid comfort and convenience everywhere. You'll notice the wide, deep-cushioned seats . . . the ample stretch-out spaciousness—enough length and width for three big men. And, there's no knee-knocking "dogleg" in the wide door opening to get in your way. A handy inboard step provides safe and easy entry and exit. A convenient zippered vinyl stowage compartment in the driver's door is a new optional feature for F- and N-Series trucks for '63. N-Series cab features are similar to F-Series except that the floor pan and transmission cover of the N-Series are different because of the forward cab design. Big windshields (1,247 sq. in. for the F- and N-Series, and 1,683 sq. in. for the C-Series) provide excellent road visibility, and deep side windows and a large rear window add to safety of driving. These and many other cab features listed on the next page give you the traditional solid comfort and driver-convenience of a Ford comfort-conditioned cab.



CUSTOM CONVENTIONAL CAB

**SOFTER, MORE DURABLE POLYURETHANE SEATS**—F- and N-Series Custom Cabs have 5-inch-thick polyurethane foam seat cushions with 1 3/4 inches of foam in seat backs. Polyurethane foam distributes support more evenly than foam rubber. The C-Series seat back on standard and Custom Cabs is of the 1/3-2/3 type.



CUSTOM TILT CAB

### CUSTOM CAB FEATURES

(in addition to or in place of standard features)

- Twill-stripe woven plastic seat upholstery
- Satin-finish (F and N; white for C-Series) instrument cluster plate with chrome-rimmed instruments
- Sun visor on right side
- Cigarette lighter
- Attractive chrome horn ring (F-500, 600)
- Polyurethane foam pad in entire seat cushion and back (driver's section only in C-Series seat back)
- Fold-down arm rest on driver's side (C-Series)
- Arm rest on left door (F-Series)
- Insulation between floor pan and mat (F- and N-Series)
- Sound deadener on underside of floor and inside cab back panel (C-Series)
- Bright-metal grille and headlight assembly (F- and N-Series)
- Bright-metal windshield molding
- "Custom Cab" script on each door
- Two-tone paint treatment on instrument and door interior panels (F- and N-Series only)

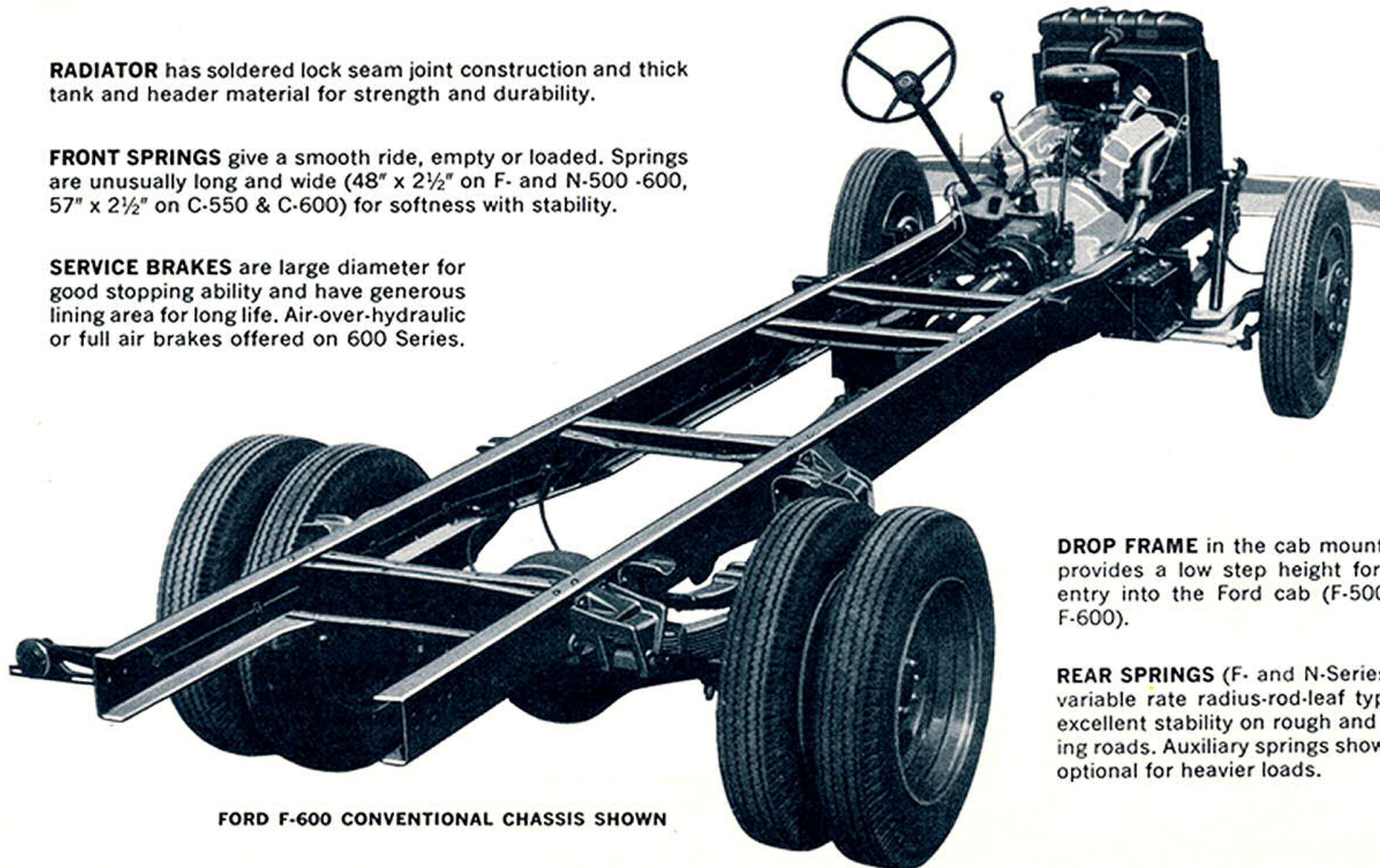
### STANDARD CAB FEATURES

- Gray block-weave pattern vinyl seat upholstery
- Lifeguard steering wheel
- Dome light
- Matched locks on both doors
- Safety Double-Grip door latches
- Ash receptacle and dispatch box
- Electric windshield wipers
- Theft-retardant ignition switch
- Left-hand, outside rearview mirror
- Sound deadener on underside of floor and inside of cab back panel (F- and N-Series)
- All-weather ventilation
- Insulation on fire wall and door panels (F- and N-Series)

**RADIATOR** has soldered lock seam joint construction and thick tank and header material for strength and durability.

**FRONT SPRINGS** give a smooth ride, empty or loaded. Springs are unusually long and wide (48" x 2 1/2" on F- and N-500 -600, 57" x 2 1/2" on C-550 & C-600) for softness with stability.

**SERVICE BRAKES** are large diameter for good stopping ability and have generous lining area for long life. Air-over-hydraulic or full air brakes offered on 600 Series.



FORD F-600 CONVENTIONAL CHASSIS SHOWN

**DROP FRAME** in the cab mount area provides a low step height for easy entry into the Ford cab (F-500 and F-600).

**REAR SPRINGS** (F- and N-Series) are variable rate radius-rod-leaf type for excellent stability on rough and winding roads. Auxiliary springs shown are optional for heavier loads.

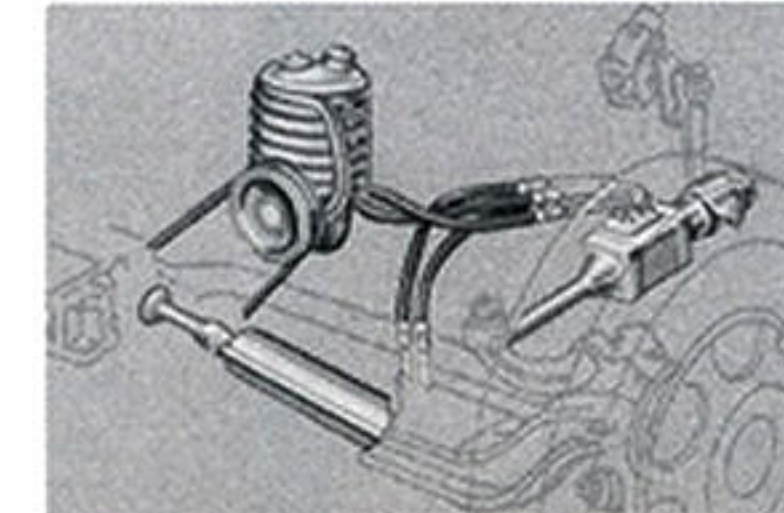
## RUGGED CHASSIS COMPONENTS FOR RUGGED OPERATIONS!

Ford Truck chassis provide extra strength, extra ruggedness for maximum payload hauling over the roughest roads. Ford chassis are engineered throughout to work hard and to stay on the job longer. Just look them over! Rugged and durable frame, axles, springs, engine, and brakes all have

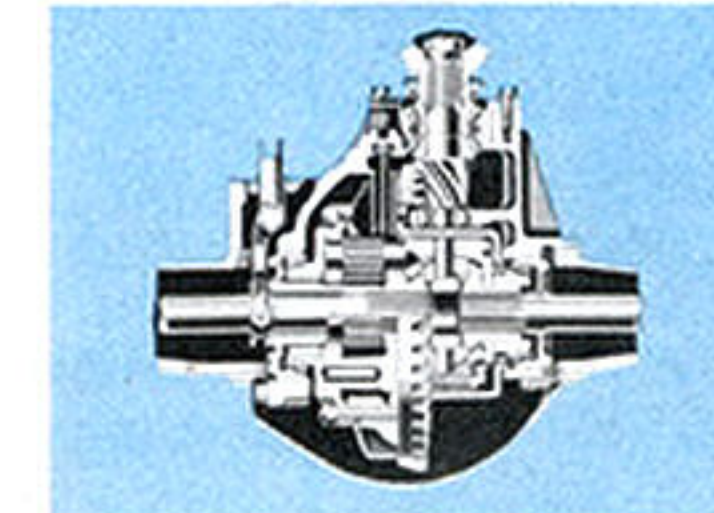
the reserve capacity to stand up in severe service. Ford's improved rubber-cushioned four-point cab mounts for the F-Series and three-point cab mounts for the N-Series insulate the cab from road noise and vibration for longer life and more pleasant driving.



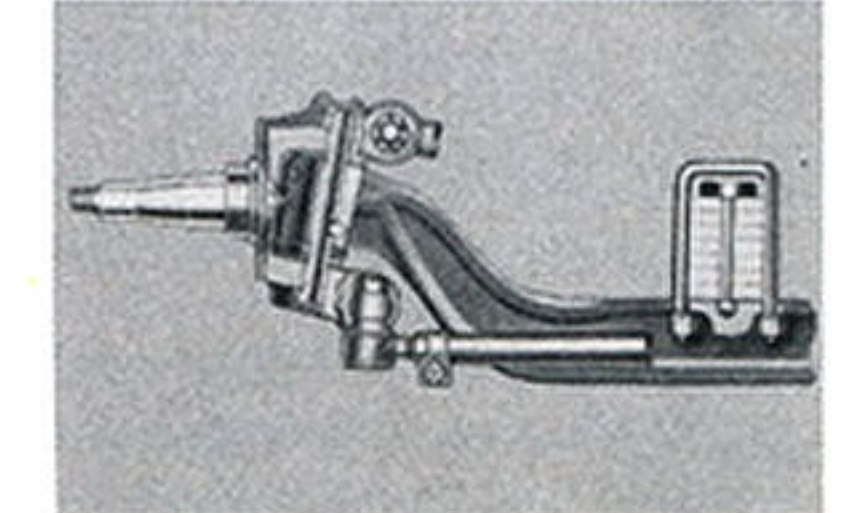
**HEAVY-DUTY 12-INCH CLUTCH** is available on 500 and 600 Series with the 262 Six and V-8 engines for increased durability. Its large 159.4-sq. in. lining dissipates friction heat faster for longer clutch life.



**POWER STEERING OPTION** provides full-time turning ease. Manual operating effort is reduced as much as 60%. Road shock usually transmitted through the steering linkage to steering wheel is practically eliminated.



**ELECTRIC SHIFT TWO-SPEED REAR AXLE** is available on all medium duty series. The dependable electric shift unit provides fast, easy shifting. Choice of many ratios is offered to match your specific needs.



**HEAVY-DUTY 6,000-LB. WIDE-TRACK FRONT AXLE** is standard on C-550 and C-600 and optional on the F- and N-600 Series. Provides short turning diameters and maximum maneuverability in congested delivery areas.

# FORD SIX AND V-8 ENGINES FOR BETTER ECONOMY AND PERFORMANCE!

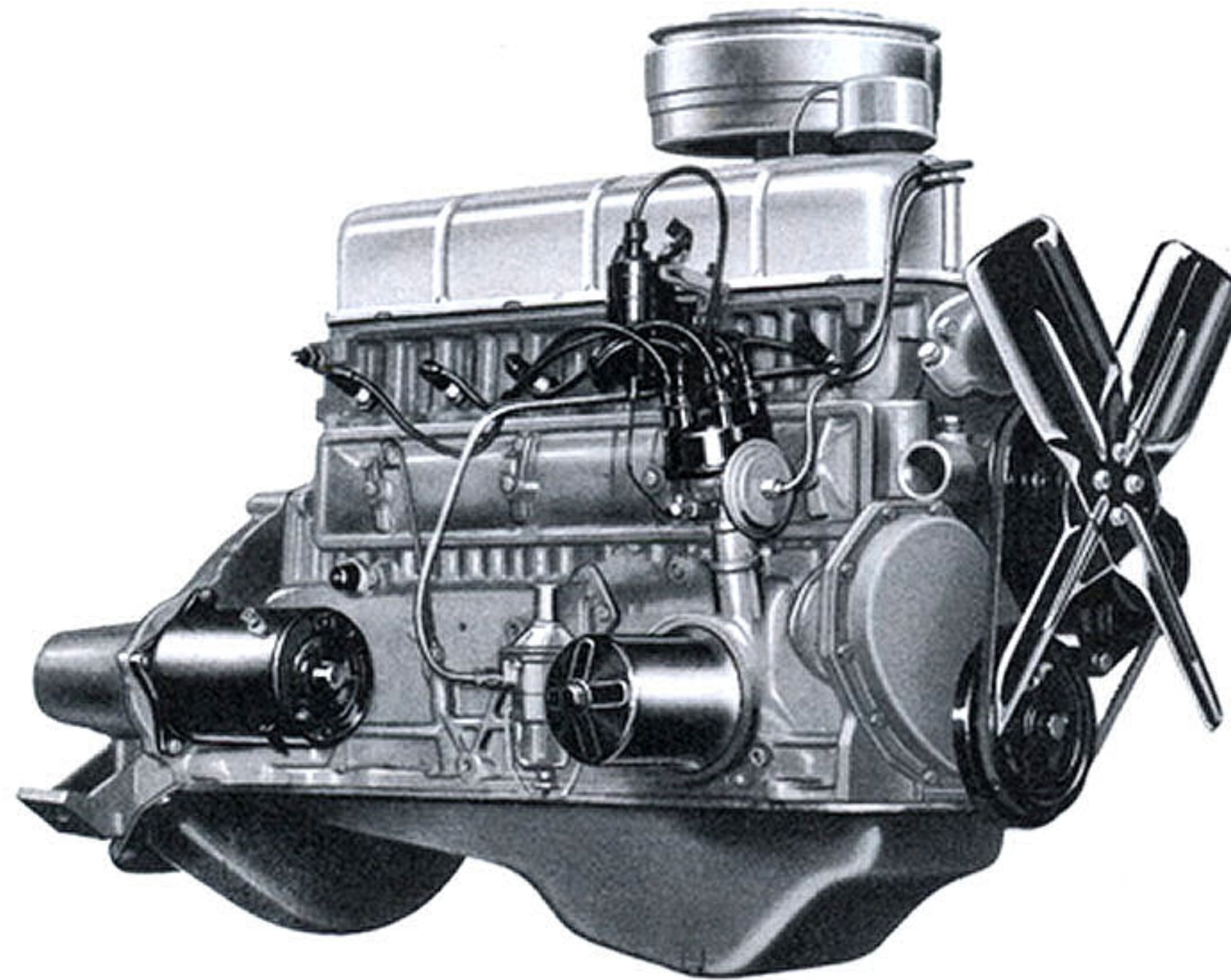
Ford's 1963 medium duty trucks are powered with the finest economy-proved Six and V-8 engines. Two gas-saving Sixes and two powerful V-8's are available; use regular gas. The 135-hp 223 Six is well-known for its economy, dependability, and simple maintenance. The big 152-hp 262 Six is a

special-truck Six that's designed for greater power and durability. The 160-hp 292 V-8 and the 171-hp heavy duty V-8 are America's most popular V-8 truck engines. Listed below are a few of the many engine features that give Ford Trucks outstanding performance.

FOR INDUSTRIAL ENGINE APPLICATION WRITE TO:  
Industrial Engine Dept., Ford Division of Ford Motor Company,  
P.O. Box 135, Dearborn, Michigan

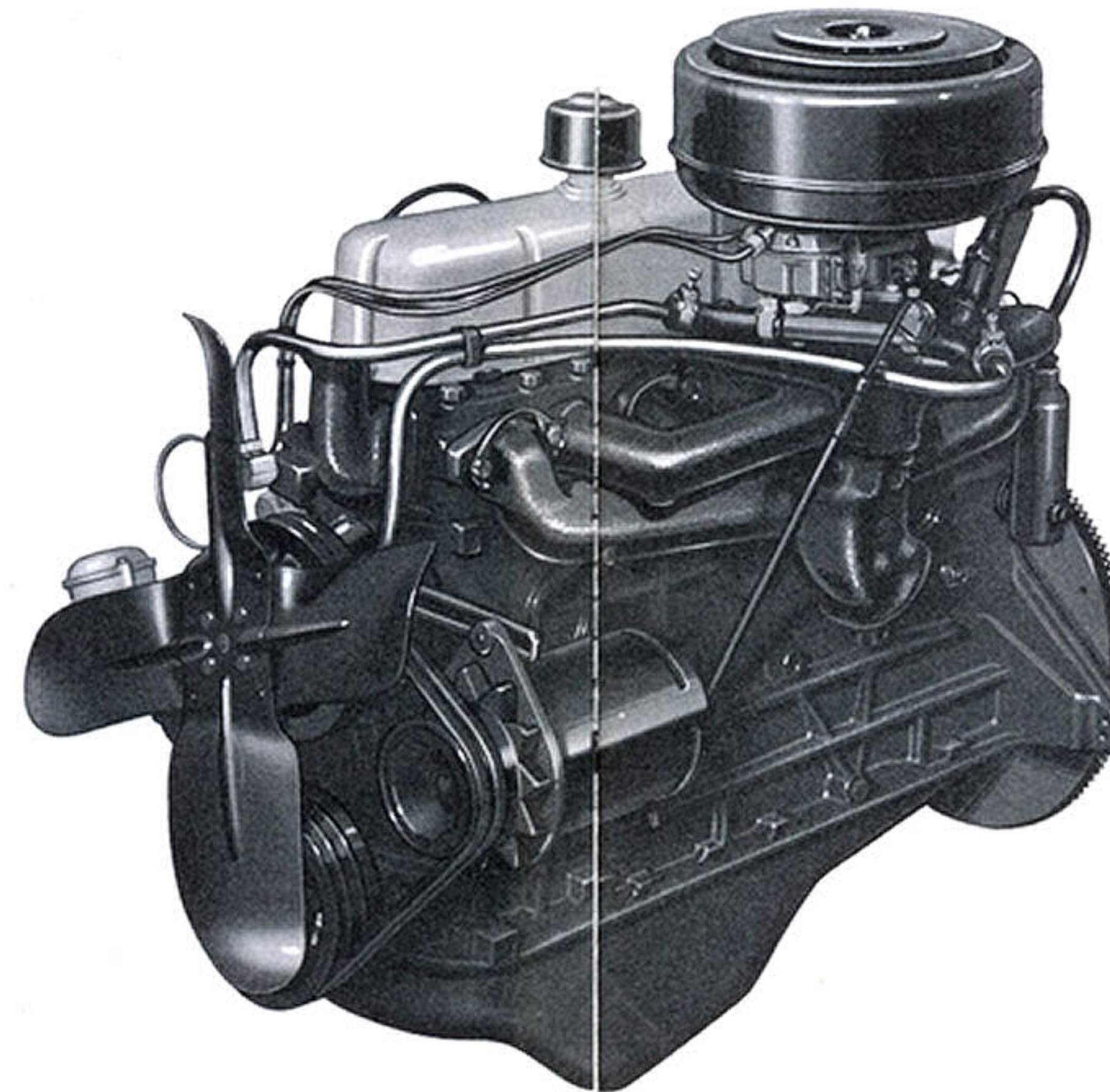
1963 ENGINE AVAILABILITY CHART

SPECIFICATIONS	223 SIX	262 SIX	292 V-8	292 HD V-8
Bore (in.) x Stroke (in.)	3.62 x 3.60	3.72 x 4.03	3.75 x 3.30	3.75 x 3.30
Compression Ratio (to 1)	8.1	7.9	8.0	8.0
Brake Horsepower @ rpm	135 @ 4000	152 @ 4000	160 @ 4000	171 @ 3800
Torque (lbs-ft @ rpm)	200 @ 18-2400	237 @ 1800	270 @ 18-2000	274 @ 20-2600
Series Application:				
Standard	F-500, F-600 N-500, N-600	C-550 C-600	---	---
Optional	---	F-600 N-600	F-500, F-600, C-550 C-600, N-500, N-600	



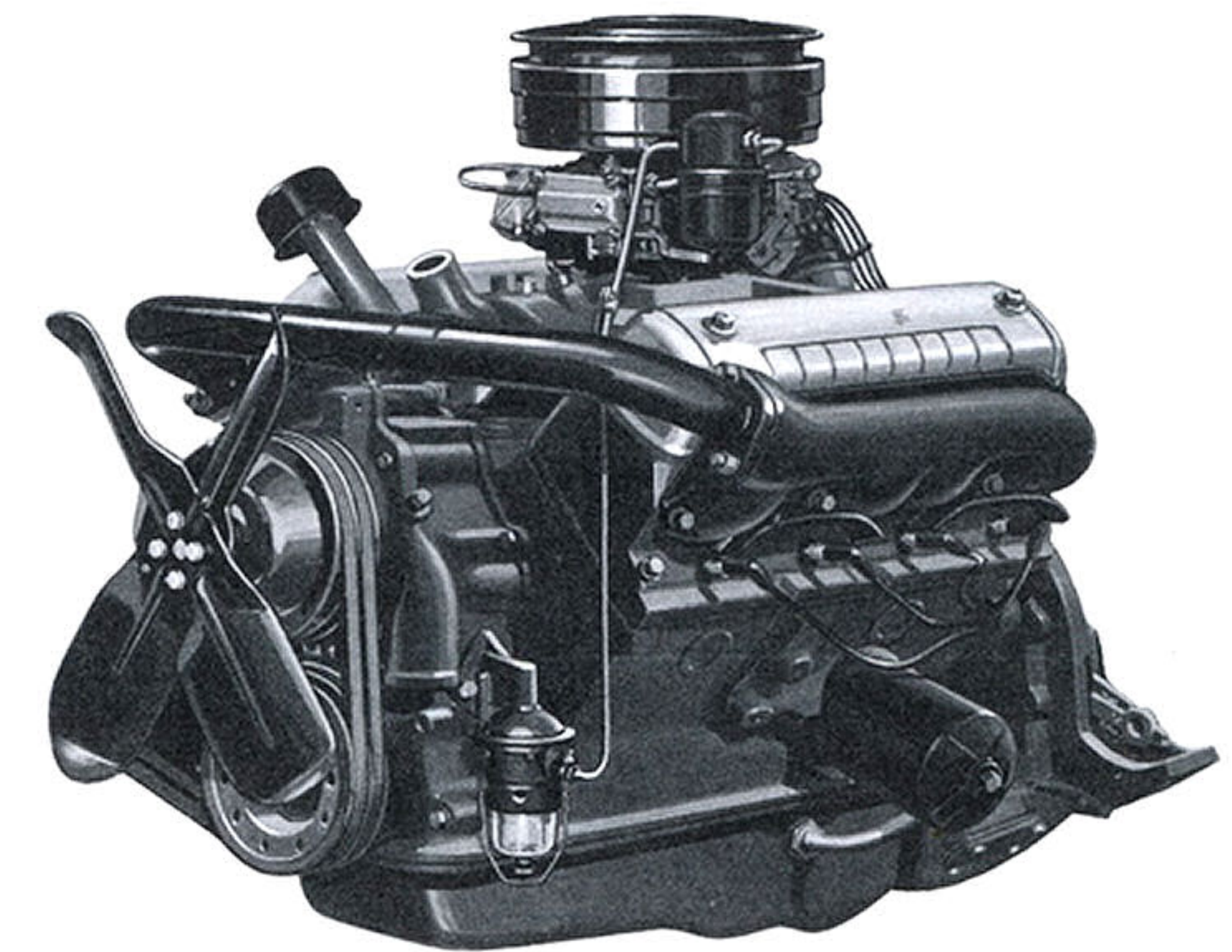
## 223 SIX

- Short-stroke design provides low piston speeds, top fuel economy, and long ring and bore life
- Free-turning valves, aluminum-alloy pistons, and full-pressure lubrication give the Ford Six long life with minimum maintenance
- Overhead-valve design, wedge-type combustion chambers, and high-lift cam provide economical combustion and high power output using regular grade fuels
- Improved oil-bath air cleaner absorbs air intake noises . . . reduces noise level in the cab
- Positive crankcase ventilation complies with anti-smog legislation; cuts crankcase dilution and sludge formation



## 262 SIX

- Deep-block design with heavy cast rib construction provides great strength and durability
- Overhead-valve design with wedge-type combustion chambers permit high-compression economy with regular gasoline
- Improved oil-bath air cleaner absorbs air intake noises for quiet high-speed operation
- Forged crankshaft with harmonic balancer results in smooth engine operation
- Free-turn intake valves and positive rotating exhaust valves seat better
- Positive crankcase ventilation meets anti-smog legislation and reduces oil dilution and sludge formation



## 292 V-8

## 292 HD V-8

- Short-stroke design provides low piston speeds, top fuel economy, and long ring and bore life
- Wedge-type combustion chambers, deep-block construction, and five-bearing crankshaft make the 292 V-8's top performing, long-life engines
- High-lift camshaft and large intake and exhaust manifold passages result in better engine breathing and increased power
- Full-circle water jackets and free-way water passages provide better cylinder cooling, reduce cylinder bore wear, and prolong engine life
- Improved oil-bath air cleaner absorbs air intake noises . . . reduces noise level in the cab
- Positive crankcase ventilation complies with anti-smog legislation; cuts crankcase dilution and sludge formation

# ADDITIONAL **FORD** TRUCK BENEFITS

## LOW INITIAL INVESTMENT

Ford's 500 and 600 Series trucks are not only priced competitively, but they give you more value for your transportation dollar. Each series is available with a wide choice of equipment to enable you to get the exact truck you require for your operation.

## LOW OPERATING COSTS

Ford's engines, Six or V-8, are designed to give you outstanding mileage on regular gas. They're mighty easy on oil, too . . . 4,000 miles between oil changes! Ford offers an engine, transmission and axle ratio combination for the best economy with the performance you need.

## MAXIMUM LOADS

Ford's selection of materials having high strength-to-weight ratios for the major load-carrying components permits bigger payloads. Heavy-duty options provide increased capacity where needed to maximize loads and revenue.

## GREATER RELIABILITY

Ford recognizes the high cost of driver and vehicle downtime resulting from unexpected breakdowns. From distributor to taillight, each Ford component is designed to stay on the job. You can count on your Ford . . . every day!

## LOW MAINTENANCE COST

Ford Trucks are engineered and carefully assembled to give dependable, long-life performance in any kind of service. And when repairs are needed, Ford's simple-to-service design and low parts prices will keep your costs at minimum levels.

## 12,000 MILE WARRANTY (OR 12 MONTHS)

Ford Motor Company warrants to its dealers, and its dealers, in turn, warrant to their customers as follows: That for 12 months or for 12,000 miles, whichever comes first, free replacement, including related labor, will be made by dealers of any part with a defect in workmanship or materials. Tires are not covered by the warranty; appropriate adjustments will continue to be made by the tire companies. Owners will remain responsible for normal maintenance service and routine replacement of maintenance items such as filters, spark plugs, and ignition points.

## AND YOU CAN GET LOW COST FORD DEALER SERVICE EVERYWHERE!

Whatever your route, you'll always find one of the more than 6,500 Ford Dealers nearby to give quick assistance in solving any service problem you may have. This great service network of specially trained truck dealers with modern facilities and know-how provides the kind of service you need to keep your truck on the job. These strategically located specialists offer prompt parts delivery and can arrange for on-location service to keep your trucks rolling. And, because these dealers carry a complete stock of normal replacement parts, you need not invest in a large parts inventory of your own.



The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves 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 folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in North America and in certain neighboring areas.

Separate sheets listing complete specifications of the six truck series illustrated in this folder are available from your Ford Dealer. Ask him for the specifications of the series in which you are most interested. Other literature and specification sheets describing other series in the complete Ford Truck line of over 1,000 models also are available.

## FORD TRUCKS FOR OUTSTANDING RELIABILITY AND DURABILITY!