

FORD

'59 PARCEL DELIVERY CHASSIS P-350 • P-400 • P-500



GO FORD-WARD FOR SAVINGS!

NEW FORD PARCELS help improve service . . . cut route time.

Go Ford-ward in '59 with new Ford Parcel Delivery Chassis. They put you ahead in savings and economy—keep you out front in more efficient service by reducing delivery time and operating costs.

Ford's short turning radius means increased maneuverability, greater handling ease to help increase driver efficiency and reduce route time. Low floor-to-ground height makes it easier, quicker for driver to enter or leave—reduces time spent at each stop and helps cut delivery time all along the route.

Ford's modern new 223 Six with gas-saving carburetor gives you top fuel economy—helps cut operating costs. In addition, for '59 Ford offers the modern 186-hp 292 Short Stroke V-8 engine for greater power in stop-and-go driving. Only Ford offers Short Stroke design in *every* engine—V-8 and Six—for top economy and durability, lower costs.

Proven durability is built in every Ford Parcel Delivery model for '59, too. For the 13th straight year a 10-million truck study by insurance experts proves Ford trucks last longer.



.. reduce delivery costs



Ford's large glass area affords excellent visibility to front and sides. Convenient controls are located within easy reach and view of driver for greater ease of operation. Engine cover swings out of way for quick and easy access to engine.



P-350—Retail city delivery, bakeries, laundries, dry cleaners and dairies find the maneuverability of these units superior for their work. Max. GVW 8,000 lb., 104- and 122-in. wb. for 7- to 11 $\frac{1}{2}$ -ft. bodies.



P-400—Suburban delivery department stores, decorators, plumbing and heating companies like the added capacity of the P-400 for longer routes. Max. GVW 10,000 lb., 137-in. wb. for 11- to 13-ft. bodies.



P-500—Wholesale delivery meat packers, parts jobbers, confectioners and grocers can use the extra load capacity for heavier cargo. Max. GVW 15,000 lb., 137- and 154-in. wb. for 11- to 14 $\frac{1}{2}$ -ft. bodies.



P-600 (Special order)—Here's the top hauler of Ford's Parcel Delivery line, available where big capacities are needed, like wholesale delivery work. GVW 17,000 lb., 137- and 154-in. wb. for 11- to 14 $\frac{1}{2}$ -ft. bodies.

Strong adaptable CHASSIS DESIGN permits low-cost bod

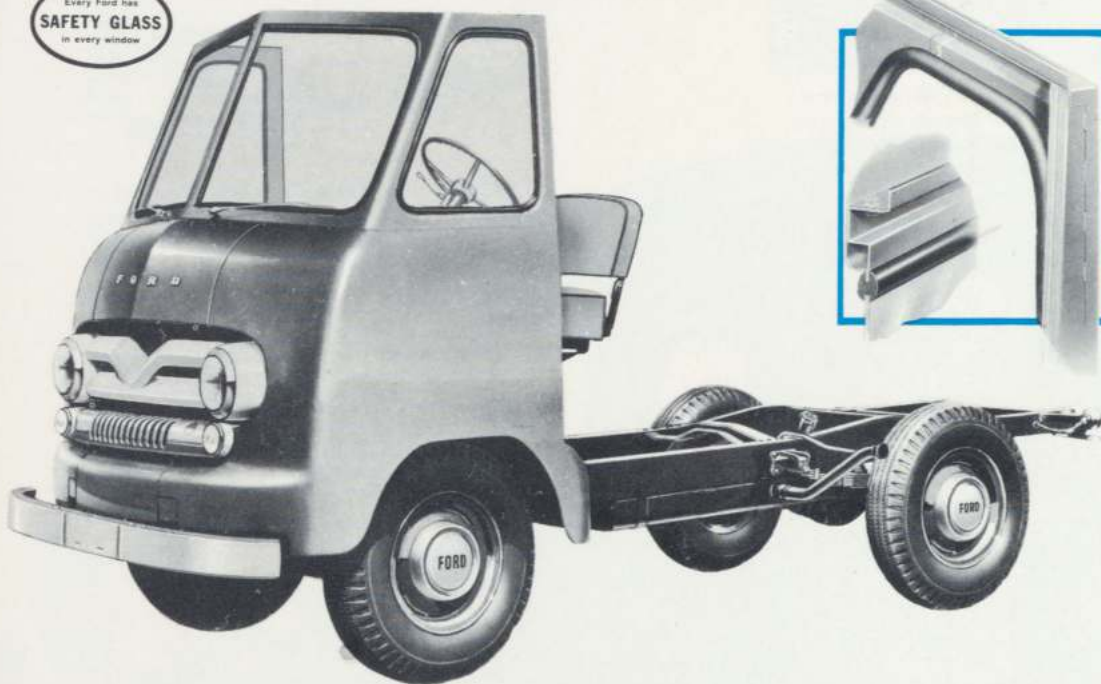
Install any body style from 250- to 525-cu. ft. capacity easily and quickly on Ford's functional windshield-front-end chassis for the exact body you want. Choose from a complete range of 7- to 14½-ft. bodies. Every major delivery body builder in the United States builds bodies that fit Ford Parcel Delivery Chassis.

And you save money on body fabrication and installation costs, too, when you select a Ford windshield-front-end chassis. That's because the most difficult part of the work is already done for you. The body you need can be installed easily, quickly and economically—saving you a great deal of time and money.

18 EXTRA-VALUE FEATURES

- Front Quarter Windows and Door Pillars
- Lifeguard Steering Wheel*
- Steering Column Gearshift*
- Adjustable, Tilt-Forward Driver's Seat with Folding Back
- Instrument Cluster, Switches and Controls
- Two Fresh-Air Intakes with Remote Regulators
- Sound and Heat insulated Engine Cover
- Hydraulic Clutch*
- Steel Toeboards with Safety Tread
- Windshield
- Two Windshield Wipers
- Cowl
- Hinged Panel above Grille
- Removable Grille and Headlights
- Channel Front Bumper*
- Integral Front Wheelhouses
- Straight Door Pillar Posts (above wheelhouse)
- Low In-frame Mounted Fuel Tank*

Every Ford has
SAFETY GLASS
in every window



Close-up of mounting flange (right above) shows how easily custom body roof can be attached to it. Straight door pillar above wheelhouse facilitates door fitting.

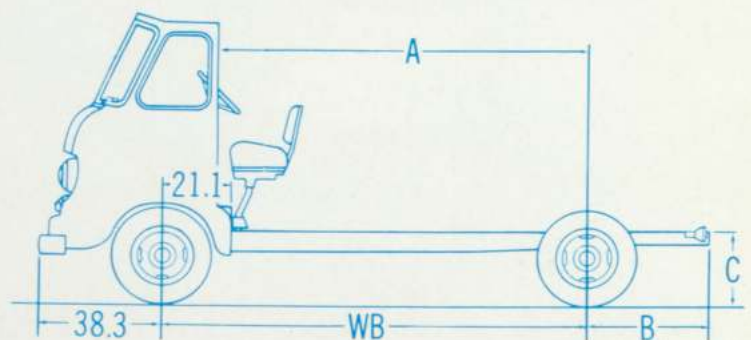
*Also included with stripped-chassis models

REFERENCE LIST of Parcel Delivery Body Manufacturers

The following firms are among the many that offer parcel delivery bodies for Ford trucks; however, this listing does not constitute an endorsement by Ford Motor Company of these firms or their products. Your Ford Dealer will gladly work with any equipment manufacturer to help you meet your parcel delivery needs.

Boyertown Auto Body Works, Inc. Boyertown, Pa.	Montpelier Manufacturing Co. Montpelier, Ohio
Dayton T. Brown, Inc. Copiague, Long Island, N. Y.	J. B. E. Olson Corp. New York, N. Y.
DeKalb Commercial Body Corp. DeKalb, Illinois	Swift All Steel Body Co., Inc. Sandusky, Michigan
Gerstenslager Corp. Wooster, Ohio	Union City Body Co. Union City, Indiana
4 Southern Coach & Body Co., Inc. Evergreen, Alabama	Universal Sales, Inc. Delaware, Ohio

DIMENSIONAL CHART—FORD PARCEL DELIVERY CHASSIS WITH WINDSHIELD-FRONT-END



Installation

Ford's Parcel Delivery models for 1959 are also available as stripped-chassis to permit mounting of special custom bodies. They are cleanly designed to help keep body mounting costs low. For unique styling, unusual windshield area, special design from the frame up, the '59 Ford P-Series stripped-chassis is your answer.

Double-acting shock absorbers (front and rear, P-350 and P-400; optional P-500) for level-ride control

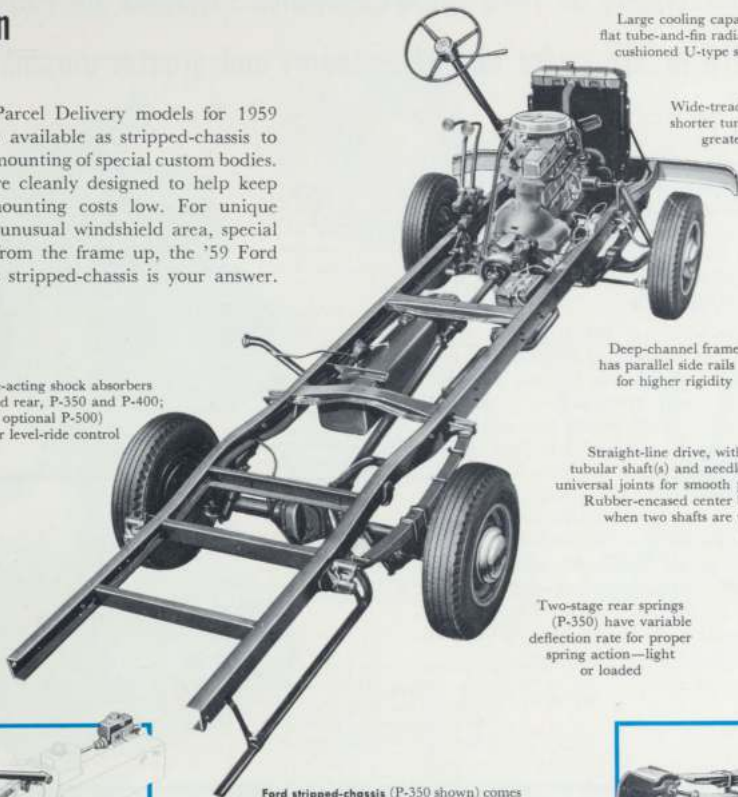
Large cooling capacity—flat tube-and-fin radiator with cushioned U-type support

Wide-tread front axle for shorter turning diameter, greater stability

Deep-channel frame has parallel side rails for higher rigidity

Straight-line drive, with large tubular shaft(s) and needle bearing universal joints for smooth power flow. Rubber-encased center bearing when two shafts are used

Two-stage rear springs (P-350) have variable deflection rate for proper spring action—light or loaded



HYDRAULIC CLUTCH

Works like hydraulic brakes for positive action. Minimizes clutch chatter, makes shifting easier.

Ford stripped-chassis (P-350 shown) comes with a complete package of necessary electrical and other equipment, controls and instruments (listed on page 7) for easy installation with all types of bodies.



AUXILIARY REAR SPRINGS

P-400 and P-500 models have 37-in. auxiliary springs available for heavy variable loads.

MODEL	WB (in.)	A (in.)	B (in.)	Body Length (ft.)	C (in.)		Tires	Curb Weights* (lb.)		
					Empty	Loaded		Front	Rear	Total
P-350	104	87.5	46	7-9	25.8	21.8	7-17.5 6 PR, F & R	2105	875	2980
	122	105.5	59	9½-11	25.8	21.8	7-17.5 6 PR, F & R	2135	900	3035
P-400	137	120.5	38.5	11-13	29.6	25.7	8-17.5 6 PR, F & R	2405	1285	3690
P-500	137	120.5	38.5	11-13	30.9	27.4	8-19.5 8 PR, F & R	2490	1470	3960
	154	137.5	38.5	12½-14½	30.9	27.4	8-19.5 8 PR, F & R	2540	1520	4060

*All weights are estimated. Curb weights include windshield-front-end, six-cylinder engine, full tank of fuel, water and lubricants.

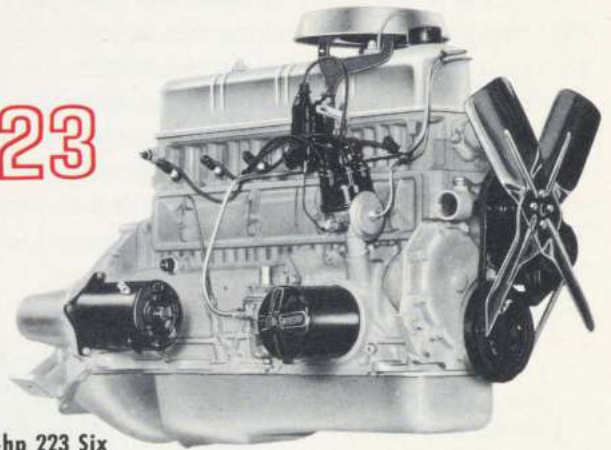
Your choice of TWO SHORT STROKE ENGINES for '59...

V-8 or Six... for lasting economy and greater durability

Ford Short Stroke engines for '59 offer the built-in economy and durability you need in multistop operations. Shorter piston travel reduces friction and prolongs engine life—provides more usable power from every gallon of gasoline, even regular grade. Rugged Deep-Block construction means greater strength and helps extend engine life.

And if you want top efficiency, improved durability and outstanding economy Ford's 223 Six is the engine for you. The most efficient engine in its class, it develops more net horsepower per cu. in. displacement than any competitive six on the market. And Ford offers extra power for stop-and-go service in '59 with the rugged 186-hp 292 Short Stroke V-8 (HD 292 available on Special Order P-600 only). All engines feature such extra durability items as free-turn valves (intake and exhaust), aluminum alloy pistons and long-wearing chrome-plated top piston rings. Compare Ford's modern engines, feature for feature, and you'll see they save you more—last longer.

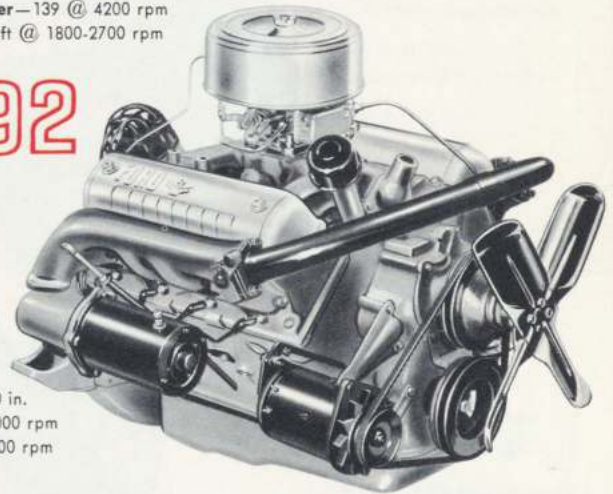
223



139-hp 223 Six

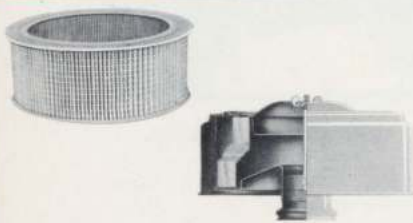
Bore—3.62 in. Stroke—3.60 in.
Brake Horsepower—139 @ 4200 rpm
Torque—207 lbs-ft @ 1800-2700 rpm

292



186-hp 292 V-8

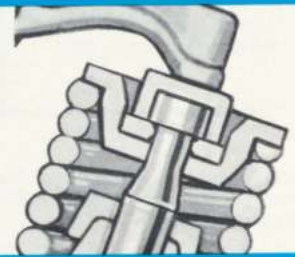
Bore—3.75 in. Stroke—3.30 in.
Brake Horsepower—186 @ 4000 rpm
Torque—269 lbs-ft @ 2200-2700 rpm



Super-Filter Air Cleaner . . . Reusable dry element stops 90% of the dirt missed by other type cleaners. Merely remove and tap to clean.



Short Stroke Design . . . Means less engine wear—longer engine life. Gives you more power from every drop of gasoline.



Free-turn Valves . . . Intake and exhaust valves are free-turn type—provide a tighter seal. Maintain higher compression, last longer.



HEAVY-DUTY CRUISE-O-MATIC

Excellent for multistop work. Automatically provides correct application of power for all driving conditions and helps cut fuel costs. Saves time and effort, too—driver can devote his attention to road and traffic, make more deliveries and increase his efficiency.

New HD Cruise-O-Matic Drive gives you the right GO for every driving range. "D1" starts you in low for full-power starts. "D2" starts in intermediate for sure-footed acceleration on ice or gravel. "L" for heavy pulling or steep grades. Optional P-350—P-500.

Ford Parcel Delivery CONVENIENCES



Power brakes—power braking (optional at extra cost) makes stopping up to 50% easier! Boosts brake line pressure for smooth, fast and safer stops. Takes the work out of braking.



Orscheln parking brake—knob on brake lever permits driver to adjust parking brake linkage easily. Standard on P-500 and P-600, available on P-350 and P-400.



Tilt-forward seat—driver's seat tilts forward providing generous aisle space. This additional working area adds greatly to driver efficiency and makes it more convenient to handle cargo!



Low step height—Ford's Parcel Delivery chassis design cuts ground-to-floor height. This conserves driver energy when entering or leaving and helps increase driver efficiency.



Easy loading and unloading—low floor-to-ground height makes load handling easier and reduces time needed for each delivery. Cargo is carried within natural reach—reducing tiring strain!



Large glass area—unusually large forward glass area gives full-range visibility for safer, easier driving. I-REST tinted glass for reduced glare and heat is optional.

STANDARD EQUIPMENT—Chassis-Windshield Models include cowl, windshield and front quarter windows with straight door pillars above integral front wheelhouses; hinged panel above grille; two fresh-air intakes with remote regulators; dual vacuum booster windshield wipers; adjustable tilt-forward type driver's seat with folding back; instrument panel in front of steering column; steel toeboards with safety tread; heavily insulated engine cover hinged at right. Channel front bumper. Mechanical jack. **Stripped-Chassis Models:** (Boxed for shipment with attaching parts); mechanical jack; hand brake assy.; air cleaner assy.; accelerator pedal assy.; carburetor choke control assy.; voltage regulator; ignition starter

switch and key assy.; headlights and wiring assy.; headlight foot dimmer switch assy.; light switch; taillight; parking lights; horn assembly; instrument cluster and wiring; speedometer and cable assy.; rating plate; "Chassis by Ford" insignia plate; single electric horn; channel front bumper.

FINISH—Frame, wheels, fuel tank, filler neck and cap, taillight in Black. Windshield wiper blades and arms, headlight doors and name plate in bright finish. Grille, parking light frame and bumper in Colonial White. Cowl, windshield and quarter window pillars, windshield divider strip, engine cover and toeboards in Prime coat.

Add to the comfort, safety and value of your

Ford Parcel Delivery with these accessories and optional equipment:

(In addition to those shown on specification page)

REGULAR PRODUCTION OPTIONS

Battery—70 amp-hr
Driver's Seat (stripped-chassis)
Electro-Vac Booster—for positive-action wiper control
Fan—5-blade in lieu of standard 4-blade (except P-350)
Fuel Tank, 30-gal. (P-400, P-500)
Governor—velocity-controlled (except w/HD Cruise-O-Matic)
Grille Assembly (stripped-chassis)
Heater—recirculating-type (windshield models only)
Oil Filter (223 Six)
Radiator—heavy-duty for P-350

Shock Absorbers—front and rear for P-500 and P-600 (std. on P-350 and P-400)
Spare Tire
Spare Wheel
Spare Wheel Carrier
Turn Signals—integral w/parking lights or fender-mounted, front only (windshield models)
Windshield Washers—(windshield models only)

PRE-APPROVED OPTIONS

Alternator—50 amp., 750 watt
Generator, low cut-in—30 amp., 450 watt; 40 amp., 600 watt; 50 amp., 750 watt

Jack—hydraulic, 5-ton (P-500 only)
Lock and Chain—spare tire
Starter, positive-engagement type
Taillight (right side)
Vacuum Reserve Tank (P-500 only)

ACCESSORIES—DEALER INSTALLED

Cool Cushion
Fire Extinguisher—1-1/2 qt.
Fire Extinguisher—4-lb. (dry chemical)
Locking Gas Tank Cap
Rearview Mirror
Reflector Flares (3 in kit) with flags
Spotlight—sealed-beam type

PARCEL DELIVERY SPECIFICATIONS

SERIES		P-350	P-400	P-500
GVW RATINGS	Standard lb. (Optional)	8000	10000	15000
MAXIMUM REAR TIRE SIZE AVAILABLE	PR = Ply Rating	8-19.5 8 PR SR	8-17.5 8 PR DR	8-22.5 8 PR DR
AXLE, FRONT	Capacity, lb. (Optional)	3800	3800	4700
AXLE, REAR	SINGLE-SPEED Capacity, lb. (Optional)	5000 (7200)	7200	11000 (13000*)
	TWO-SPEED Capacity, lb.			13000†
		* = Incl. with V-8		† = w/4-speed trans. only
BRAKES, SERVICE	Type	Hydraulic	Hydraulic	Hydraulic
	Total Area (Sq. In.) Lining	197.8	232.2	321.7
	Vacuum Booster—Type—Size, In.	Piston, 6¾	Piston, 6¾	Diaphragm, 8½
BRAKES, PARKING	Type	Cable—Rear Wheels	Drum and Band	Drum and Band
	Size (In.)—Lining Area (Sq. In.)	12½ x 2—98.9 7.8 x 2.5—57.7†	7.8 x 2.5—57.7	7.8 x 2.5—57.7
ELECTRICAL SYSTEM (12-Volt)	Battery	66-Plate, 55 amp. hr	66-Plate, 55 amp. hr	66 Plate, 55 amp. hr
	Generator	30 amp., 450 watts	30 amp., 450 watts	30 amp., 450 watts
ENGINES AVAILABLE		139-hp Six 186-hp V-8	139-hp Six 186-hp V-8	139-hp Six 186-hp V-8
CLUTCH (Hyd. Actuation)	Diameter, In.—Frictional Area (Sq. In.)	11 HD—123.7	11 HD—123.7	11 HD—123.7
TRANSMISSION (Synchro-Silent)	Standard—Type	3-Speed	Medium Duty 3-Speed	Heavy Duty 3-Speed
	OPTIONAL—Type	HD 3-Speed, 4-Speed, HD Cruise-O-Matic	HD 3-Speed, 4-Speed, HD Cruise-O-Matic	4-Speed HD Cruise-O-Matic
FRAME (Parallel Channel)	Wheelbases, In.	104 122	137	137§ 154
	Section Modulus	3.34	6.24	9.45
FUEL TANK	Gal. Capacity—Chassis	17—Inside Left Rail	17—Inside Left Rail	17—Inside Left Rail
STEERING GEAR	Ratio (to 1)	22.3	22.3	22.3
	Power Steering Available, all models	Steering Wheel—Dia. In.	18	18
SPRINGS, FRONT	Capacity (At Spg. Pad)—per Spg.	1350 lb.	1350 lb.	1750 lb.
	OPTIONAL			2200 lb.
SPRINGS, REAR	Type	Two Stage 1950 lb.	Single Stage 2000 lb.	Single Stage 3600 lb.
	Capacity (At Spring Pad)—per Main Spring			
	OPTIONAL— Capacity (At Spring Pad)—per Spring	2400 lb. 2750 lb.	3200 lb.	4500 lb.
	Auxiliary Capacity (At Spring Pad)—per Spring		600 lb.	1700 lb.
	Combined Capacity (Main and Aux.)		3800 lb.	5300 lb. w/Std. 6200 lb. w/HD
WHEELS AND RIMS	Number—Size Standard	4d—17.5 x 5.25	4d—17.5 x 5.25	F2d—19.5 x 5.25 R2d—19.5 x 6.0
	d = disc wheels with integral rims	Number—Size:	4d—19.5 x 5.25	6d—17.5 x 5.25
TIRES (TUBELESS)	Size—Ply Rating: Standard	7-17.5 6 F & SR	8-17.5 6 F & SR	8-19.5 8 F & SR
	F = Front SR = Single Rear DR = Dual Rear	Size—Ply Rating: Max.	8-19.5 8 F & SR	8-17.5 8 F & DR

Optional equipment, shown in bold face italics, is available at extra cost

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.

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