

SERIES F-1

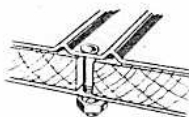
Max. Gross Vehicle Weight: 4,700 lbs.

Nominal Tonnage Rating: Half-Ton

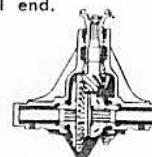
6½ FT. PICKUP

MASTER OF A THOUSAND-AND-ONE LIGHT DELIVERY JOBS

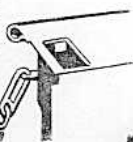
LONG WEARING ALL-STEEL FLOOR has hardwood subfloor to minimize denting. Skid strips stamped in, can't work loose.



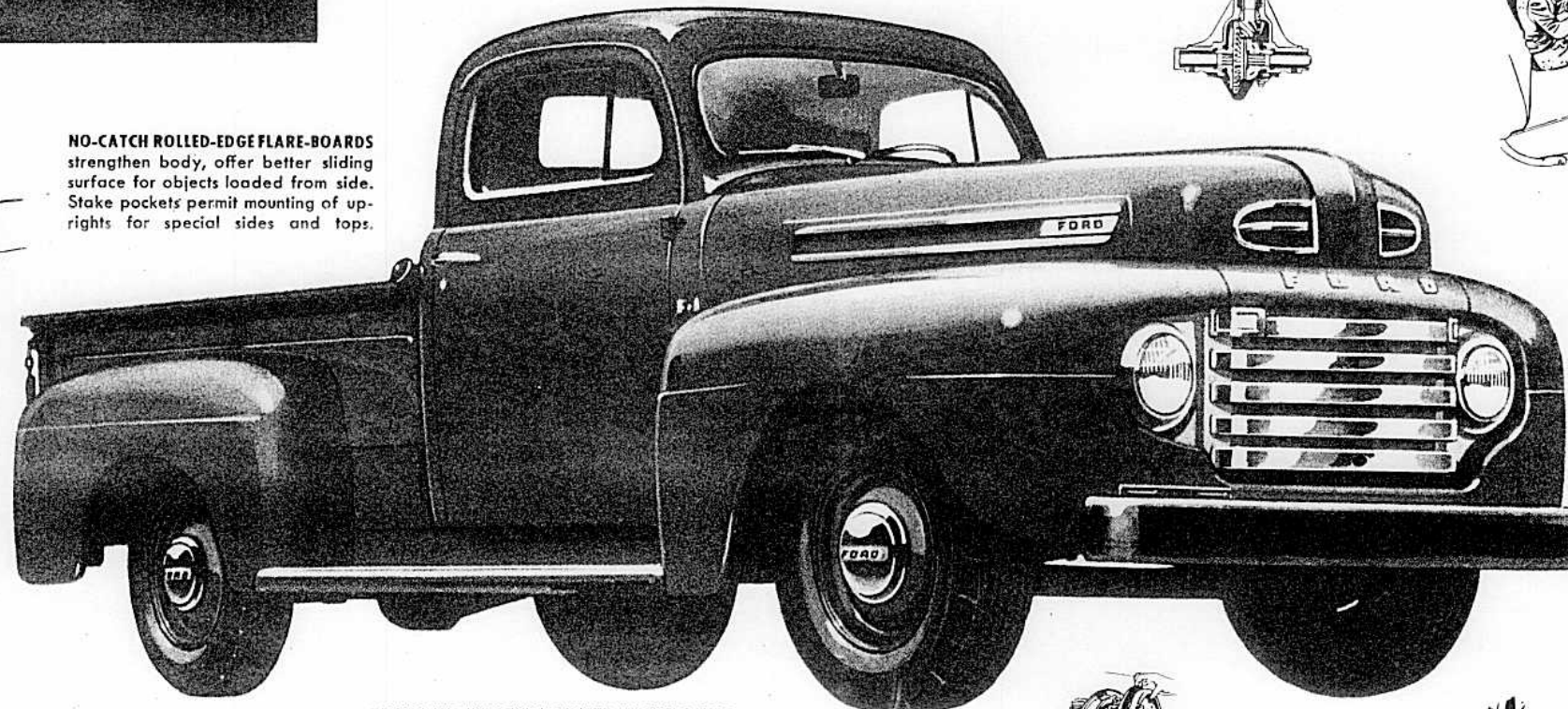
NEW HYPOID AXLE, semi-floating type. Husky pinion. Quiet running. New, exclusive, integral housing fully exposes differential for easy maintenance. Shafts removable from wheel end.



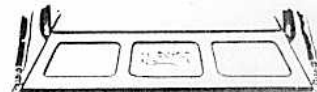
NO-CATCH ROLLED-EDGE FLARE-BOARDS strengthen body, offer better sliding surface for objects loaded from side. Stake pockets permit mounting of up-rights for special sides and tops.



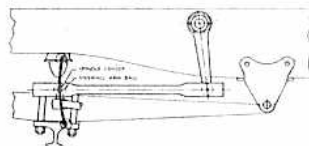
NEW MILLION DOLLAR CAB features new 3-way air control. New coach-type seat for comfort. New, Level Action cab mounting to frame for longer cab life. New Spiralounge floating seat with variable-rate spiral coil spring and hydraulic shock absorber available for comfort-plus.



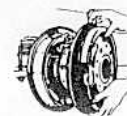
TAILGATE strengthened with tapered truss-type rolled edge. Anti-rattle drop-chains hold tailgate flush with floor or let it swing all the way down.



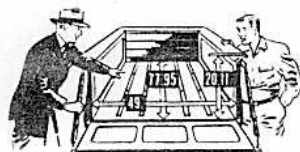
RIGHT-HAND WINDSHIELD WIPER AT EXTRA COST.



NEW FORE AND AFT STEERING for greater stability, more uniform response under variable conditions. Drag link and forward shackled springs follow similar arcs. Better steering geometry, easier control.



REMOVABLE BRAKE DRUMS simplify maintenance. Drum can be bought separately from hub for replacement.



BIG BODY handles standard four feet wide building materials, long enough to carry average door. Capacity of 45 cu. ft. makes it one of biggest Pickups in the half-ton field.

The 45 cu. ft. body capacity makes the F-1 Pickup one of the biggest in the half-ton field. Big load width of over four feet gives the F-1 Pickup an amazing range of use. The new Rouge 226 Truck Six has performance galore. With standard 3.73 to 1 axle, 6.50-16 tires, gross load of 4,700 lbs. including 1,450 lbs. payload, it pulls a 10% smooth concrete grade in high, better than 30% grade in first. Engine speed at 35 m.p.h. is an economical 1,600 r.p.m. An optional 4.27 to 1 rear axle ratio steps up pulling ability approximately 14%. Truck operators choose the 3.73 rear axle ratio for economy, the 4.27 axle ratio for extra pulling ability.

ENGINEERING HIGHLIGHTS—NEW F-1 PICKUP

NEW ROUGE 226 TRUCK SIX—New, longer 4-ring Flightlight pistons save oil—Main and connecting rod bearings are replaceable-type—Series-flow cooling with thermostatic control—Alloy exhaust valve seat inserts give longer wear—Improved intake manifold for higher efficiency—New Loadomatic spark control for more power, more economy—New Rouge 239 Truck V-8 Available. **CHASSIS**—New Feather-Foot brakes for true and easy stopping—Needle bearing steering eases control—Flat tube and fin radiator for greater durability—New airplane-type shock absorbers, front and rear—Gyro-Grip clutch multiplies grip with increased speed.

