

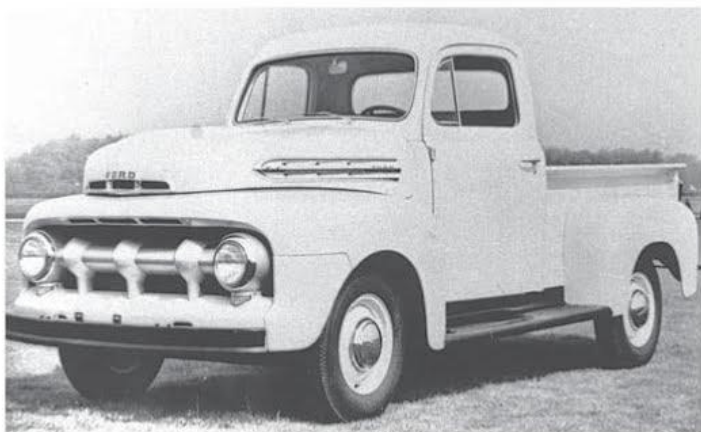
1951 FORD



1951 Ford F-1 1/2-Ton pickup truck. (OCW)

F-1 6-1/2 FT. PICKUP: Ford restyled its light-duty trucks for 1951. They now had a wider "horizontal wing" grille supported at the ends by the parking lamps and headlight nacelles. Three "dagmar" type uprights were on the grille, one at the center and one to each side. At the upper border of the grille were three rectangular open slots. This theme was echoed on the face of the hood, just below the Ford name. Spear-shaped trim was placed on the sides of the hood. There was also a new ribbed bumper and revised front fenders. Spear-shaped hood trim had the F-series designation in a badge at the front and the Ford name on the rear. The Ford name in front moved to the nose vent trim and V-8s had a V-8 emblem above the grille. Early 1951 grilles were finished in Argent Silver with chrome headlamp surrounds. The late-1951 grilles were painted cream color and had Argent Silver painted headlamp surrounds due to the reduction of chrome trim to meet Korean War materials restrictions. A new pickup box featured straight corner pillars, a wood floor, and level-opening grain-tight tailgate. The engine featured modified spark advance, a "water-proof" ignition system, a new intake manifold, an aluminum timing gear, heavier main bearings, a new water pump (on trucks with the V-8 engine), and new cam wristpins. Other 1951 technical advances included a beefed-up transmission, a 3.92:1 axle, larger self-energizing brakes, and (on F-2 and F-3 models only) a drive shaft parking brake. Among standard 1951 features were: Bright hubcaps; dual windshield wipers (except chassis & cowl); an inside rearview mirror; a left-hand outside rearview mirror (long-arm type on platform/stake trucks and short-arm type on other models); short running boards (panel, stake, and platform trucks) or long runningboards on other models (straight type on chassis & cab; curved at rear on others); a left-hand sun visor; a rear bumper (on panel trucks); an improved column-mounted three-speed manual transmission; a larger rear window; and a 45 cu.-ft. load capacity cargo box (on pickups). New at extra-cost this year was the standard Five-Star Cab package. It included a 3-Way Air-Control unit with air-wing ventilators, a cowl panel ventilator, a tough vinyl seat with rubberized horsehair padding and coil springs, an adjustable driver's side visor, dual windshield wipers, full-gauge instrumentation, a dispatch box (glove compartment), an ashtray, and an adjustable seat. Also new (at additional extra-cost) was the Five-Star-Extra Cab package, which added dual horns, foam rubber seats, two-tone upholstery, a sound-deadening headliner with fiberglass pad, special door trim, bright window trim, door locks, armrests, a cigar lighter, and an automatic dome light to the standard Five-Star package contents.

F-1 8 FT. PANEL: The new F-1 Panel shared many of the same features as the pickup, including a new instrument panel. A single bucket type driver's seat and twin rear doors were standard. The floor was solid plywood with steel skid strips. It could haul payloads up to 1,330 lbs.



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F-1 8 FT. DELUXE PANEL: Panel buyers who wanted something with a little fancier, could order the new deluxe model. It had a full-length glass wool headliner and the interior walls were lined with Masonite. Plus, it came with most of the other Five-Star-Extra cab features. This included distinctive missile-style ornaments on the sides of the hood.

F-1 6-1/2 FT. PLATFORM/STAKE: As before, the platform/stake truck had hardwood floors with steel skid strips. The removable stake racks were made of straight-grained wood. There was a steel rub rail around the platform, with steel caps on the ends of the body sills. The stake pockets were flush with the floor. They were welded to the inside of the frame rail and riveted to the outside. Load space was 84.3 in. long (80 in. with stakes) and 71.28 in. wide (67 in. with stakes). The stakes were 29.54 in. high.

F-2 8 FT. EXPRESS: A couple of new features added during the model run on F-2 trucks were 12 x 2 in. self-energizing front and rear brakes, and a drum-type, drive shaft-mounted parking brake. Like the F-1, the F-2 pickup had a new box with straight-sided corner pillars. Dual windshield wipers were now standard.

F-2 7-1/2 FT. PLATFORM/STAKE: The power plants of F-2 platform/stake truck were improved for the new model year, although their horsepower rating remained the same. The six-cylinder had a new water pump, a level-mounted manifold, heavier-walled main bearings, an aluminum timing gear, a revised camshaft, and a new torsional damper. The V-8 had a new camshaft, water pump, and offset piston pins.

F-3 PARCEL DELIVERY: The 1951 parcel delivery trucks had round parking lamps and a new grille that was very similar to that used on other light-duty Ford trucks. Inside was an updated two-dial instrument panel. At midyear the light-duty F-3 versions adopted new rear brakes with 205 sq. in. of effective lining area, as well as a new independent parking brake. Chassis with 104- and 122-in. wheelbases were offered for the parcel delivery truck. Bodies were supplied by outside manufacturers such as Vanette. Note that the parcel truck was coded as a P-3 but was actually part of the 3/4-ton F-3 line. The 225-9-cid six-cylinder engine was used with three-speed manual transmission attachment.

F-3 8 FT. EXPRESS: The F-3 remained the biggest pickup in Ford's light-duty truck lineup. It shared styling with the others and like the F-2, received new front and rear brakes and a drive shaft-mounted parking brake during the model year. Those equipped with a V-8 engine had a V-8 emblem above the grille.

F-3 7-1/2 FT. PLATFORM/STAKE: Ford's most popular light-duty stake truck in 1951 was the F-3. The increased fuel economy of available engines added to the appeal of this sturdy vehicle. As before, the wood stake sides could be snugly locked to hold the racks firmly in place.

F-4 PLATFORM/STAKE: The F-4, introduced in 1948, was carried over into 1951. It was basically a 1-1/2-ton truck that was down-rated to a 1-ton model and offered chassis options that could be used to make it a 1-1/4-ton truck. Aside from its tire equipment and 10-leaf rear springs, the F-4 was identical to the 1-1/2-ton F-5, which had larger tires and 12-leaf springs. In addition to chassis & cab, chassis & cowl, and chassis & windshield models, the F-4 came as a platform/stake truck. This model had hardwood floors that were rabbeted and firmly interlocked with long wearing steel skid strips. The stakes were also made of hardwood. The F-4 had a 7,500-lbs. GVWR with single rear tires and 10,000-lbs. when fitted with larger front tires and dual rear tires.

I.D. DATA: The serial number is located on the glove box door and on the left side of the frame near the steering gear mounting. The serial number and engine number are the same. The truck numbering system consists of codes indicating the series, the engine type, the model year, the assembly plant and the consecutive unit number. Numbering at each plant starts with the number 10,001. The light-duty Ford truck series codes are: F1=F-1 conventional; F2=F-2 conventional; F3=F-3 conventional, P3=F-3 Parcel Delivery and F4=F-4 conventional. The engine codes for light-duty Ford trucks were: H=226-cid six-cylinder or R=239-cid V-8. The model year code was 1=1951. The assembly plant codes were: AT=Atlanta, Ga.; BF=Buffalo, N.Y.; CH=Chicago, Ill.; CS=Chester, Pa.; DL=Dallas, Texas; EG=Edgewater, N.J.; KC=Kansas City, Mo.; LB=Long Beach, Calif.; LU=Louisville, Ken.; MP=Memphis, Tenn.; NR=Norfolk, Va.; RH=Richmond, Calif.; SP=St. Paul, Minn. and SR=Somerville, Mass. The remaining numbers are the consecutive unit number or serial number. For example, in the serial number F1H1BF10001 the first two symbols F1=F-1 1/2-ton conventional truck; the third symbol H=226-cid inline six-cylinder engine; the fourth symbol 1=1951; the fifth and sixth symbols BF=built in Buffalo, N.Y. and the last five symbols are the consecutive unit number. The body code consisted of two numbers, as shown in the second column in the tables below. Paint color codes: [M-1724] Raven Black, [M-1722] Vermilion, [M-14283] Meadow Green, [M-14286] Birch Gray, [M-14341] Palisades Green, [M-14285] Sheridan Blue, [M-4415] Prime.



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