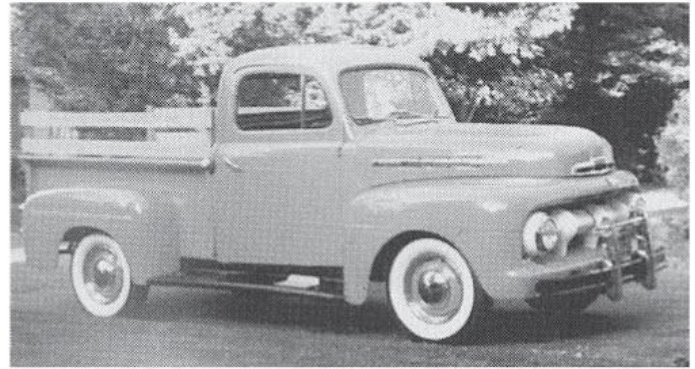




1951 Ford F-1 1/2-Ton pickup truck. (OCW)



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

Model Number	Body/Style Number	Body Type & Seating	Factory Price	Shipping Weight	Production Total
<b>F-1 SERIES 1HC — 1/2-TON — SIX-CYLINDER — 114-IN. WHEELBASE</b>					
1HC	80	Platform	1,379	2,975	Note 1
1HC	81	Chassis & Cab	1,265	2,645	Note 1
1HC	82	Panel	1,535	3,195	Note 1
1HC	82B	Panel	—	—	Note 1
1HC	83	Pickup	1,331	3,025	Note 1
1HC	84	Chassis & Cowl	1,042	2,145	Note 1
1HC	85	Chassis & W/S	1,078	2,175	Note 1
1HC	86	Stake	1,415	3,095	Note 1
<b>F-1 SERIES 1RC — 1/2-TON — V-8 — 114-IN. WHEELBASE</b>					
1RC	80	Platform	1,566	3,235	Note 1
1RC	81	Chassis & Cab	1,296	2,685	Note 1
1RC	82	Panel	1,566	3,235	Note 1
1RC	82B	Panel	—	—	Note 1
1RC	83	Pickup	1,363	3,065	Note 1
1RC	84	Chassis & Cowl	1,073	2,185	Note 1
1RC	85	Chassis & W/S	1,109	2,215	Note 1
1RC	86	Stake	1,446	3,135	Note 1
<b>F-2 SERIES 1HD — 3/4-TON — SIX-CYLINDER — 122-IN. WHEELBASE</b>					
1HD	80	Platform	1,506	3,450	Note 2
1HD	81	Chassis & Cab	1,400	3,040	Note 2
1HD	83	Express-Pickup	1,490	3,520	Note 2
1HD	84	Chassis & Cowl	1,177	2,550	Note 2
1HD	85	Chassis & W/S	1,214	2,580	Note 2
1HD	86	Stake	1,563	3,640	Note 2
<b>F-2 SERIES 1RD — 3/4-TON — V-8 — 122-IN. WHEELBASE</b>					
1RD	80	Platform	1,537	3,490	Note 2
1RD	81	Chassis & Cab	1,432	3,080	Note 2
1RD	83	Express-Pickup	1,522	3,560	Note 2
1RD	84	Chassis & Cowl	1,209	2,590	Note 2
1RD	85	Chassis & W/S	1,245	2,620	Note 2
1RD	86	Stake	1,594	3,680	Note 2
<b>F-3 SERIES 1HJ — 3/4-TON — SIX-CYLINDER — 104-IN. WHEELBASE</b>					
1HJ	—	Parcel Chassis	1,592	2,940	Note 3
<b>F-3 SERIES 1H2J — 3/4-TON — SIX-CYLINDER — 122-IN. WHEELBASE</b>					
1H2J	—	Parcel Chassis	1,608	3,010	Note 3
<b>F-3 SERIES 1HY — HEAVY-DUTY 3/4-TON — SIX-CYLINDER — 122-IN. WHEELBASE</b>					
1HY	80	Platform	1,612	3,680	Note 4
1HY	81	Chassis & Cab	1,506	3,270	Note 4
1HY	83	Express-Pickup	1,596	3,770	Note 4
1HY	84	Chassis & Cowl	1,283	2,780	Note 4
1HY	85	Chassis & W/S	1,319	2,810	Note 4
1HY	86	Stake	1,669	3,870	Note 4
<b>F-3 SERIES 1RY — HEAVY-DUTY 3/4-TON — V-8 — 122-IN. WHEELBASE</b>					
1RY	80	Platform	1,643	3,720	Note 4
1RY	81	Chassis & Cab	1,537	3,310	Note 4
1RY	83	Express-Pickup	1,627	3,810	Note 4
1RY	84	Chassis & Cowl	1,314	2,820	Note 4
1RY	85	Chassis & W/S	1,350	2,850	Note 4
1RY	86	Stake	1,700	3,910	Note 4
<b>F-4 SERIES 1HTL — 1-TON — SIX-CYLINDER — 134-IN. WHEELBASE</b>					
1HTL	80	Platform	1,690	4,445	Note 4
1HTL	81	Chassis & Cab	1,549	3,765	Note 4
1HTL	84	Chassis & Cowl	1,326	3,345	Note 4
1HTL	85	Chassis & W/S	1,362	3,375	Note 4
1HTL	86	Stake	1,747	4,785	Note 4
<b>F-4 SERIES 9RTL — 1-TON — V-8 — 134-IN. WHEELBASE</b>					
1RTL	80	Platform	1,721	4,485	Note 4
1RTL	81	Chassis & Cab	1,580	3,805	Note 4
1RTL	84	Chassis & Cowl	1,357	3,385	Note 4
1RTL	85	Chassis & W/S	1,393	3,415	Note 4
1RTL	86	Stake	1,778	4,825	Note 4

**NOTE 1:** Combined production of 1951 models according to body style was: [6.5 ft. Platform] 85; [Chassis & Cab] 4,083; [8 ft. Panel] 14,940; [8 ft. Deluxe Panel] 2,326; [6.5 ft. Pickup] 117,414; [Chassis & Cowl] 371; [Chassis & Windshield] 1,007; [6.5 ft. Stake] 1,442.

**NOTE 2:** Combined production of 1951 models according to body style was: [7.5 ft. Platform] 78; [Chassis & Cab] 1,494; [8 ft. Express-Pickup] 17,485; [Chassis & Cowl] 157; [Chassis & Windshield] 216; [7.5 ft. Stake] 1,039.

**NOTE 3:** Production unknown.

**NOTE 4:** Combined production of 1951 models according to body style was: [7.5 ft. Platform] 96; [Chassis & Cab] 2,949; [8 ft. Express-Pickup] 19,848; [Chassis & Cowl] 932; [Chassis & Windshield] 454; [7.5 ft. Stake] 1,667. Production of F-4 models is unavailable.

**ENGINE [Six-cylinder]:** Inline, L-head. Six. Bore & stroke: 3.30 x 4.40 in. Displacement: 226 cid. Compression ratio: 6.7:1/6.8:1. Brake horsepower: 90/95 hp at 3600 rpm. Torque: 180 lbs.-ft. at 1200 rpm. Carburetor: Holley single downdraft.

**ENGINE [V-8]:** L-Head V-8. Bore & stroke: 3-3/16 x 3-3/4 in. Displacement: 239.4 cid. Compression ratio: 6.75:1. Brake horsepower: 100 hp at 3600 rpm. Torque: 180 lbs.-ft. at 2000 rpm. Carburetor: Ford AA-1 dual downdraft.

**CHASSIS:** [F-1] Wheelbase: 114 in. Overall length: [Pickup] 188.78 in.; [Panel] 202.13 in.; [Platform/Stake] 195.96 in. Overall width: [Pickup] 75.94 in.; [Platform/Stake] 75.62 in.; [Panel] 71.28 in. Overall height: [Pickup/Platform/Stake] 75.64 in.; [Panel] 79.18 in. Maximum GVW: 4,700 lbs. Tires: 6.00 x 16 four-ply.

**CHASSIS:** [F-2] Wheelbase: 122 in. Overall length: [Pickup] 206.96 in.; [Platform/Stake] 206.52 in. Overall width: [Pickup] 75.94 in.; [Platform/Stake] 79.24 in. Overall height: 76.52 in. Maximum GVW: 5,700 lbs. Tires: 6.50 x 16 six-ply.

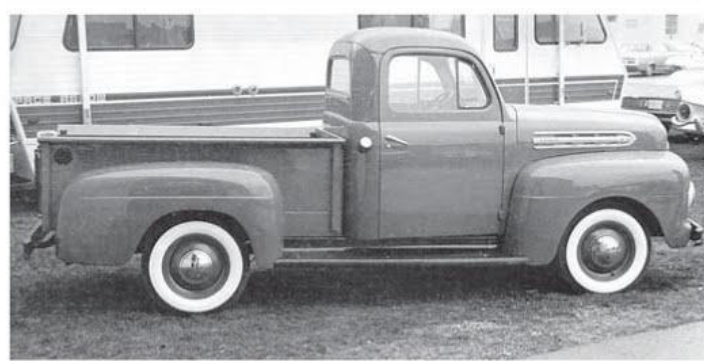
**CHASSIS:** [F-3] Wheelbase: 122 in. Overall length: [Pickup] 206.96 in.; [Platform/Stake] 206.52 in. Overall width: [Pickup] 75.94 in.; [Platform/Stake] 79.24 in. Overall height: 77.42 in. Maximum GVW: 6,800 lbs. Tires: 7.00 x 17 six-ply.

**CHASSIS:** [F-4] Wheelbase: 134 in. Maximum GVW: 10,000 lbs. Tires: 7.00 x 20 eight-ply.

**OPTIONS:** Spiralounge bucket seat. Heavy-duty radiator. Magic Air heater-defroster. Radio. Seat covers. Twin horns. Sealed beam spotlight. Fire extinguisher. Grille guards. Windshield washer. Gas tank locking cap. 11 in. clutch. Heavy-duty fan. Right-hand rear taillight. Rear bumper. Electric windshield wipers. Cartridge oil filter. 4.27:1 axle. Six-ply tires (6x16 in. front; 6x16.5 in. rear). Panel truck auxiliary seat. Re-circulating type heater and defroster. Fresh Air type heater/defroster. Electric windshield wipers. Rear bumper (pickup and chassis models). Right-hand stop lamp and tail lamp (standard on panel). Five-Star Extra Cab package, includes, dome light with door switches, deluxe door trim, chromed windshield molding, dual horns, foam rubber seat padding, vinyl and mohair seat upholstery, extra sound insulation, and a cigarette lighter. Five-Star Extra Panel package, also includes auxiliary seat with two-tone upholstery and plus heavy Masonite lining above and perforated headlining on roof panel backed by thick glass wool insulating pad. Heavy-duty three-speed/heavy-duty four-speed manual transmissions. 4.27:1 and 4.09:1 rear axle ratios.

**HISTORICAL:** Ford promoted "Step-Ahead Engineering" and a "Power Pilot" vacuum advance feature for 1951. Ford truck production for the year was 317,252 units giving Ford 22.46 percent of the market. In December 1951, Ford's truck department made a changeover to completely new models. The new truck line offered the passenger-car-based Courier sedan delivery as well as three new high-compression, low-friction overhead valve engines in six-cylinder and V-8 configurations. Truck output in 1951 reached the best level during March to June, when 1,500 units per day were averaged consistently. However, the annual production total dropped, largely because of National Production Administration (NPA) controls that tightened as the Korean War unfolded. During the approximately 57 percent of Ford's truck production was devoted to models with a gross vehicle weight rating (GVWR) of 10,001 lbs. or less. Ford did manage to pull its production to within 148,000 units of Chevrolet, giving it a firm grasp on the number 2 slot in the market. More than 23,000 of the Ford trucks built this year were conventional chassis models made for the government.

# 1952 FORD



1952 Ford F-1 1/2-Ton pickup truck. (JAG)