are forged integral with the shafts, eliminating the need for splines which might wear and in time cause looseness. Adapters or washers with tapering sides are used on each axle flange stud. They wedge between the studs and the flange and thus prevent looseness and wear. Wheel hubs are mounted on tapered roller bearings.

The rear axles for the ¾-Ton and One-Ton Trucks are practically the same, except for size, as the axles for the Regular and C.O.E. units, and have all the time-proved features which have made Ford truck axles so dependable. There is a decided sales advantage in being able to offer *full-floating axles* in *low-priced ¾-Ton and One-Ton Trucks.*

	¾- and One-Ton	Regular and C.O.E.
Axle Ratio	60 hp (6.67 to 1) 85 hp (4.86 to 1) with 4.11 to 1 optional	5.14 to 1, 5.83 to 1 or 6.67 to 1 are optional
Axle shaft diameter	1.25 inches	1.56 inches
Lubricant capacity	3 pints	7 pints

Two-Speed Axle (optional at extra cost) for Regular and C.O.E. Full-floating type with straddle-mounted pinion, ring gear thrust plate and other features of construction similar to standard axle. Spiral bevel drive in high axle ratio, plus simple planetary gear train for double reduction or low axle ratio.

Axle Ratios	5.83 to 1 (high) and 8.11 to 1 (low)	
Axle shaft diameter	1.56 inches	
Lubricant capacity	8 quarts	
Minimum road clearance	¾-Ton	Regular and C.O.E.
	(7.00-16 tires) 8 in.	
	One-Ton	
	(7.00-17 tires) 9.3 in.	(6.00-20 tires) 8.04 in.
	(7.50-17 tires) 9.9 in.	(32 x 6—8-ply tires) 8.6 in.
Tread	57 inches	57.1 in. (single rear wheels) 65 in. (dual rear wheels)

For final gear reductions see table on page 181.

NEW SIMPLIFIED DRIVE

All 1940 Ford Trucks have a simplified type of drive with the reaction of driving and braking forces taken through the rugged rear springs. The torque tube and radius rods have been removed. As a result, servicing operations are much easier, can be performed in