NEARLY 1 MILLION FORDSON TRACTORS

HAVE BEEN BOUGHT BY FARMERS FOR

PLOWING  DISKING 

CULTIVATING . . . SPREADING MANURE

 SAWING WOOD . . . CUTTING

AND LOADING HAY  FILLING

SILOS  . . . HARVESTING AND

THRESHING

FOR EVERY FARM-JOB THAT NEEDS

POWER • ECONOMY DEPENDABILITY

Just under a million Fordson Tractors have been bought by hard-headed, dollar-minded farmers to do both light and heavy chores . . . willingly, dependably and at small "wages."

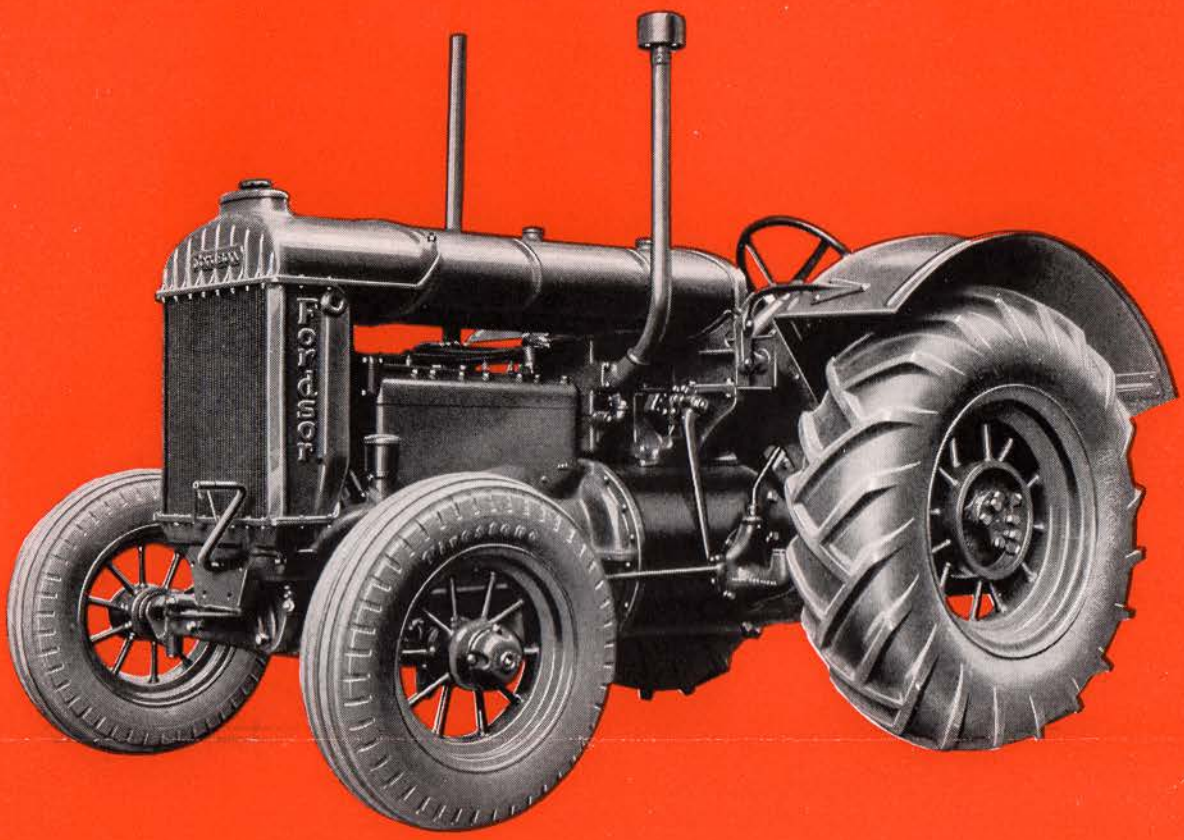
That's a lot of tractors! More to the point, it's a lot of tractor *experience*—first-hand experience in the fields of almost a million farmers. It means experience with crops and soil, with farm implements, with the type of work needed on the farm.

In 1938, you're going to get even more for your money in a Fordson, whether you select the Standard type or the All-Around. Improvements that have come out of actual experience on the farm have been incorporated in the new models. You'll like the way they handle, the way they save your time—*and your money.*

And you'll like the way they handle farming implements. There's a complete line made especially for the Fordson by well known implement manufacturers.

THE STANDARD FORDSON

(LOW-WHEEL TYPE)



Look at those business-like drive-wheels ready to dig in and get going. The Fordson has traction that won't take "no" for an answer, no matter what the going underfoot. Traction means action, and the Fordson has it — and to spare.

SPECIFICATIONS

ENGINE: 4⅛″ x 5″, 4 cylinders, 267 cu. in. displacement. 30 BHP with 1¼″ Zenith down-draft gasoline carburetor. Cast alloy crank-shaft, statically and dynamically balanced. 3 main bearings, 2″ diameter, 3″ long. Pistons, die cast, 5 1/16″ long, with three compression and one slotted oil-control ring, all rings above piston pin; piston clearance—top .015, skirt .0045. Connecting rods—bronze bushed at pis-ton-pin end, 9½″ long — lower bearing, 2″ diameter x 2¼″ long. Valves, chrome silicon alloy steel, 1¾″ diameter, stems 11/32″ diam-eter. Valves have 5/16″ lift. Valves inserts. Tappet clearance .020. Kerosene and fuel oil vaporizers optional.

IGNITION: High-tension Bosch magneto with automatic impulse starter coupling.

GOVERNOR: Built-in flyball-type governor, manually controlled from driver's seat.

MUFFLER: Bolted to manifold. Vertical ex-haust pipe.

COOLING: Centrifugal pump: 4-blade 18″ fan delivering 1700 cu. ft. of air per minute. Cool-ing capacity of radiator, 11½ gallons. Cylinder water inlet, 2¾″ diameter—outlet, 2⅝″ diam-eter.

LUBRICATION: Circulating, splash. Flywheel pump. 7″ filter screen. Capacity, 2½ gallons of oil. Crankcase ventilation.

TRANSMISSION: 3 speeds and reverse. Con-stant mesh. Heavy-duty roller-bearings. Gears heat treated and surface hardened. Gears 5-7 pitch; chrome alloy steel. Lubrication capacity 4¾ gallons. Self-adjusting leather oil seal.

FUEL TANK: Capacity 20 gallons. No. 18 gauge lead plated steel — electrically seam welded. Reserve tank, 5 quarts. 2-way valve with strainer and sediment bulb. Gravity feed.

AIR CLEANER: Oil bath type. Air drawn through primary cleaner before entering oil bath air cleaner.

CLUTCH: Multiple disk — 17 hardened disks running in oil.

STEERING: Enclosed worm and worm wheel—17 to 1 ratio.

REAR AXLE: Semi-floating, worm drive: worm hardened and ground, and mounted at each end on double taper roller bearings; new 3″ wide phosphor-bronze worm wheel; axle shafts 2″ diameter, carbon steel hardened and ground; 17 to 1 ratio; differential pinions bronze bushed.

FRONT AXLE: Drop forged and heat treated.

WHEELS: *Front wheels* one-piece castings mounted on adjustable roller bearings.
30″ diameter x 5″ wide.

Rear wheels—spokes cast in hub and riveted to rim: 42″ diameter and 9″ wide.

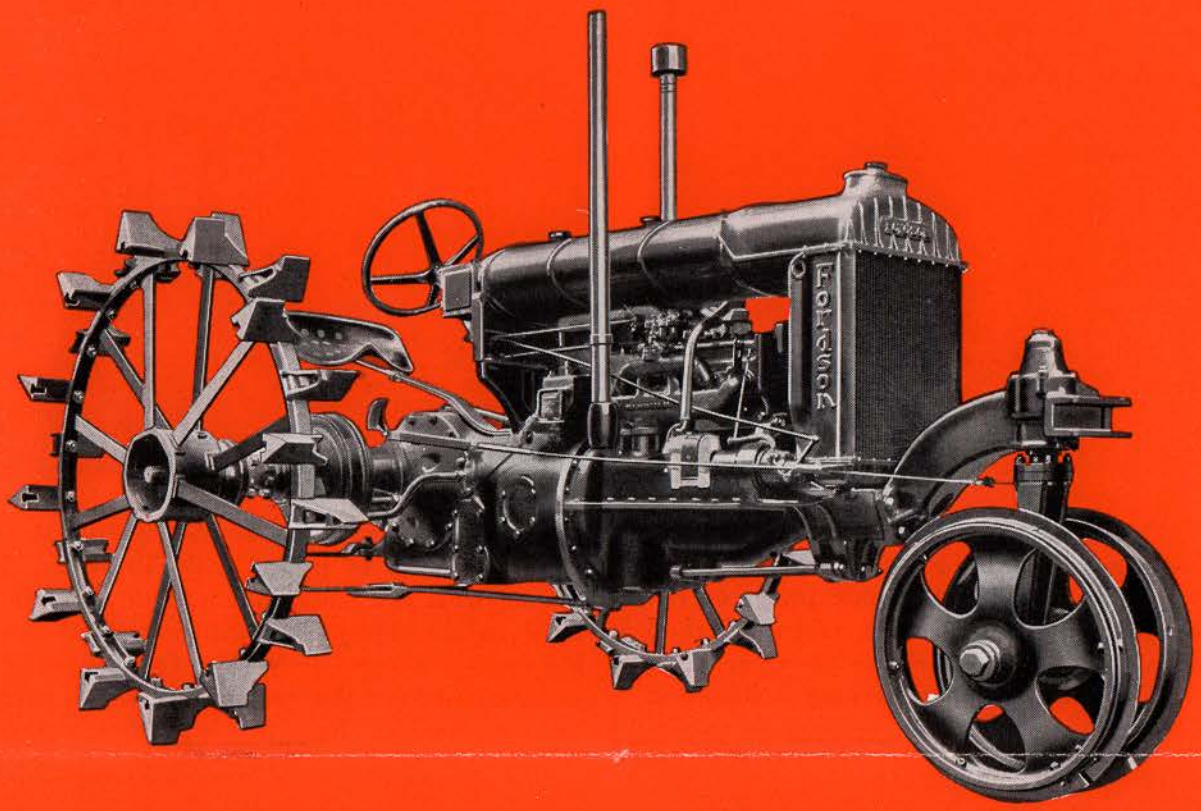
DIMENSIONS: Tractor wheelbase 63″. Dis-tance between rear rims 44½″. Overall tractor length 103⅝″. Overall tractor width 62½″. Overall height 57⅛″. Ground clearance 11⅝″. Height of drawbar from ground 12″. Adjust-ment drawbar-lateral 7″. Turning circle 21′.

SPEEDS—STANDARD TRANSMISSION:
Low 2 MPH. Intermediate 3 MPH.
High 4.3 MPH. Reverse 1.67 MPH.

EXTRA EQUIPMENT: (1) Clutch type belt pul-ley 9½″ x 6½″ wide, belt speed 2728 feet per minute 1100 RPM, (2) Muffler, (3) exten-sion rims, (4) lighting system, (5) rear end power takeoff operating at 531 RPM.

THE ALL-AROUND FORDSON

(HIGH-WHEEL TYPE)



Steel wheels are standard on the All-Around, but many farmers prefer low-pressure rubber and gladly pay the slightly higher cost. Here is really a "man of all work," this high-wheel Fordson. It has high clearance, and the drive-wheels are adjustable to various row-widths.

SPECIFICATIONS

ENGINE: 4⅛″ x 5″, 4 cylinders, 267 cu. in. displacement. 30 BHP with 1¼″ Zenith down-draft gasoline carburetor. Cast alloy crank-shaft, statically and dynamically balanced. 3 main bearings, 2″ diameter, 3″ long. Pistons, die cast, 5 1/16″ long, with three compression and one slotted oil-control ring, all rings above piston pin; piston clearance—top .015, skirt .0045. Connecting rods—bronze bushed at pis-ton-pin end, 9½″ long — lower bearing, 2″ diameter x 2¼″ long. Valves, chrome silicon alloy steel, 1¾″ diameter, stems 11/32″ diam-eter. Valves have 5/16″ lift. Valves inserts. Tappet clearance .020. Kerosene and fuel oil vaporizers optional.

IGNITION: High-tension Bosch magneto with automatic impulse starter coupling.

GOVERNOR: Built-in flyball-type governor, manually controlled from driver's seat.

MUFFLER: Bolted to manifold. Vertical ex-haust pipe.

COOLING: Centrifugal pump: 4-blade 18″ fan delivering 1700 cu. ft. of air per minute. Cool-ing capacity of radiator, 11½ gallons. Cylinder water inlet, 2¾″ diameter—outlet, 2⅝″ diam-eter.

LUBRICATION: Circulating, splash. Flywheel pump. 7″ filter screen. Capacity, 2½ gallons of oil. Crankcase ventilation.

TRANSMISSION: 3 speeds and reverse. Con-stant mesh. Heavy-duty roller-bearings. Gears heat treated and surface hardened. Gears 5-7 pitch; chrome alloy steel. Lubrication capacity 4¾ gallons. Self-adjusting leather oil seal.

FUEL TANK: Capacity 20 gallons. No. 18 gauge lead plated steel — electrically seam welded. Reserve tank, 5 quarts. 2-way valve with strainer and sediment bulb. Gravity feed.

AIR CLEANER: Oil bath type. Air drawn through primary cleaner before entering oil bath air cleaner.

CLUTCH: Multiple disk — 17 hardened disks running in oil.

STEERING: Enclosed worm and worm wheel—10.5 to 1 ratio.

REAR AXLE: Semi-floating, worm drive; worm hardened and ground, and mounted at each end on double taper roller bearings. New 3″ wide phosphor-bronze worm wheel. Axle shafts 2″ diameter, carbon steel hardened and ground. 17 to 1 ratio. Differential pinions bronze bushed. Rear-axle extension mounted with pressure block and rear wheel bushing using six manganese cap screws. Axle extension of forged steel, splined for wheel adjustment.

FRONT AXLE: Vertical steel axle with double thrust roller bearings. Hub and spindle as-sembly for twin wheels or fork and spindle as-sembly for single front rubber wheel.

FRONT AXLE HOUSING: One-piece heavy ribbed casting machined to take double thrust roller bearing for front axle. The top of this casting forms a jaw to support and carry spe-cially designed cultivating tools.

WHEELS: *Front wheels* one-piece cast disk wheels—24″ diameter, 4″ wide, 1½″ skid ring, or single cast wheel with 9.00x10 pneumatic tire. *Rear wheels:* reversible channel rim spoke type. Spokes cast in hub and riveted to rim—50″ diameter and 2″ wide with 4″ overhanging lugs—making total width rear wheel 10″. Rear wheel adjustment for row widths 56″ center to center to 88″ center to center.

DIMENSIONS: Tractor wheelbase 86″. Minimum inside distance between overhanging lugs of rear wheels 47″. Maximum inside distance be-tween overhanging lugs of rear wheels 76″—Overall length 128″—Overhall height 63″—Height of swinging drawbar from ground (easily detached for cultivating) 10″—Adjustment of drawbar—Lateral 20″—Vertical 4 positions.

SPEEDS—Transmission:

	50″ steel wheels	9.00x36 Air Tires
Low	1.92 MPH	1.83 MPH
Intermediate	2.91 MPH	2.86 MPH
High	5.13 MPH	5.00 MPH
Reverse	1.65 MPH	1.52 MPH

BRAKES: Internal expanding, synchronized with steering also independent pedal operated, pivots on either rear wheel.

PLATFORM for operator's comfort.

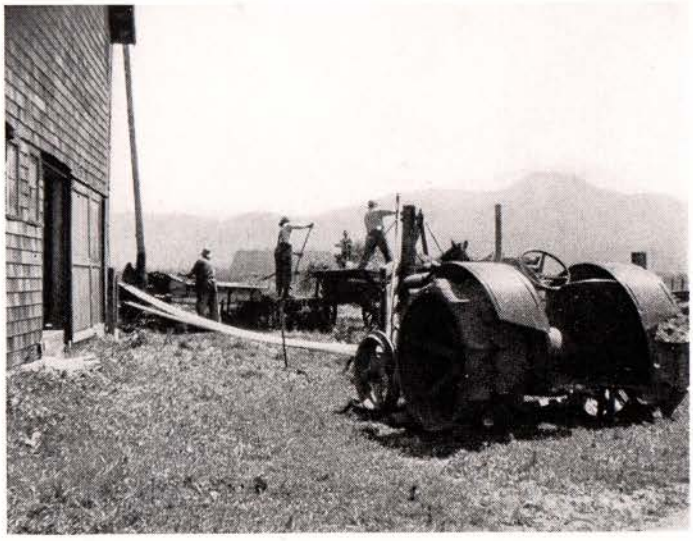
EXTRA EQUIPMENT: (1) Clutch type belt pul-ley 9½″ x 6½″ wide, belt speed 2728 feet per minute 1100 RPM, (2) Muffler, (3) exten-sion rims, (4) lighting system, (5) rear end power takeoff operating at 534 RPM.

LET'S LOOK AT A FEW THINGS THE

Plowing. Primitive man discovered plowing . . . the need for turning over the brown earth to the mellowing rays of the sun, to the tonic touch of the Spring rains. His plow was crude, often a forked stick. The picture herewith shows plowing, 1938 style. A rubber-tired Fordson pulling a 2-bottom plow, as easily as a child pulls a toy express-wagon.

Disking. Preparing a seed-bed with a double-disk calls for plenty of power at the drawbar. In other words, what the radio fellows call "yumph." The Fordson has this power, with some left over. The big radiator keeps the engine from overheating, no matter how hard the going. When you give 'er the gas, the Fordson digs in with its toes, starts pulling.

Mowing. The Fordson is an old hand at "making hay while the sun shines." Here's L. J. Howe, of Heber City, Utah, with the Fordson and mower that cut over 450 acres of hay last year—on about 1/3 gallon of distillate to the acre! The tractor's pulley gear powers the mower, allowing two speeds for cutting — and then hitches up to the baler and finishes the job.



Grinding Feed. The same dogged power that pulls heavy plowing loads, drags toothed implements through hard-packed earth, will also operate your feed-mill or saw your cord-wood. You simply belt your machine to the Fordson's power-take-off, and the tractor becomes a stationary engine with all the power you can use. The Fordson earns its keep through all seasons.

STANDARD FORDSON WILL DO FOR YOU!

Reaping and Binding. Some chap with a lively imagination and a liking for county fairs calls this implement "The Ferris Wheel of the Fields." One thing is sure: The agricultural tribes of ancient times would have given of their gold to own this combination. It would have saved them much back-breaking labor in the heat of the sun.

Baling Hay. These fellows look as though farming was fun. No two ways about it, the Fordson lightens the load and shortens the day. Here again the Fordson's power-take-off is brought into action. It is belted to the baler, and a hay-mow is quickly converted into an orderly pile of wired bales, ready to take to town.

Spreading Manure. When fields need fertilizing, you need a Fordson to pull the manure-spreader. The picture herewith shows A. R. Minier, of Edwardsville, Illinois. Other uses to which Mr. Minier puts his Fordson are plowing, harrowing, disking, silo-filling, and running his hammer-mill. Farming with a Fordson is much pleasanter, and it sure saves money.

THINK OF SOMETHING FOR WHICH YOU NEED A VERSATILE FORDSON

The pictures herewith merely hint at the many things a Fordson could do for you. One enthusiast says the Fordson will do everything around the farm except milk the cows and call the hands to dinner. Maybe a whistle could be put on it, at that.

Seriously, once you have a Fordson on your place, you will find many uses for it, all of them practical. Planting, for instance. Spraying. Bringing up fodder in the silo. Threshing. Anything, in short, that a team of horses can do . . . and many things not on the horse's program. Including eating on Sundays, whether it works or not.

You, better than anybody else, will know the uses to which you could put a Fordson. You know the size of the place, the crops your particular soil is suited to, and other considerations.

Be sure of this: When you do decide to *add* a Fordson and *subtract* a lot of labor, you will find yourself in good company. Some of the shrewdest farmers in the land have bought Fordsons. And, as we noted a few pages ago, these total nearly a million.

AND HERE IS WHAT THE ALL-AROUND

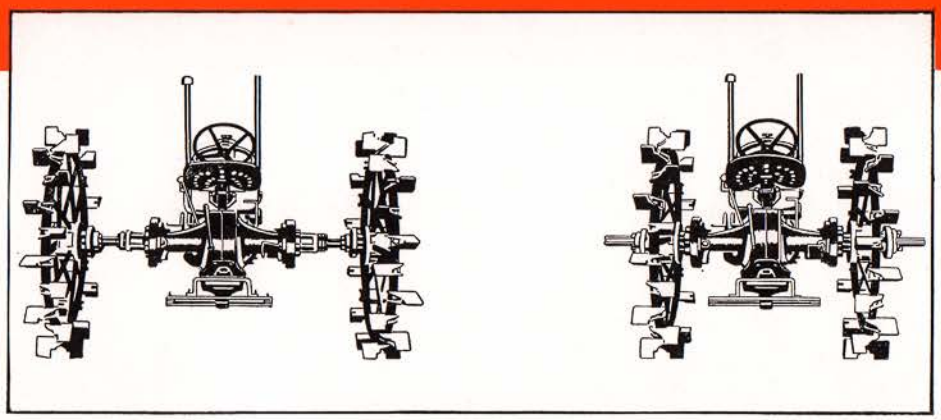
Planting. Versatile is the word for Fordson. Especially the All-Around Fordson, also known as the High-Wheel Tractor. Here is one pulling a lister. It has low-pressure, rubber tires, which cost slightly more than the steel wheels, otherwise furnished. You have the choice of three manifolds—gasoline, kerosene, or fuel-oil. Just say which.

Reaping and Binding. A field of golden grain, billowing in the breeze like a great, sustaining sea. And here is a Fordson All-Around Tractor gathering one of Man's oldest foods—in the 1938 manner. A great many farmers prefer the rubber-tired wheels. Whatever the job, the All-Around Fordson is the machine.

Cultivating. You who are old enough to remember when horses were used for farm-work will recall the sweaty labor of pulling a cultivator. Many a horse wished he had been born for track or circus, instead of for farm-work. Today, the Fordson pulls cultivators and other implements with never a grunt.

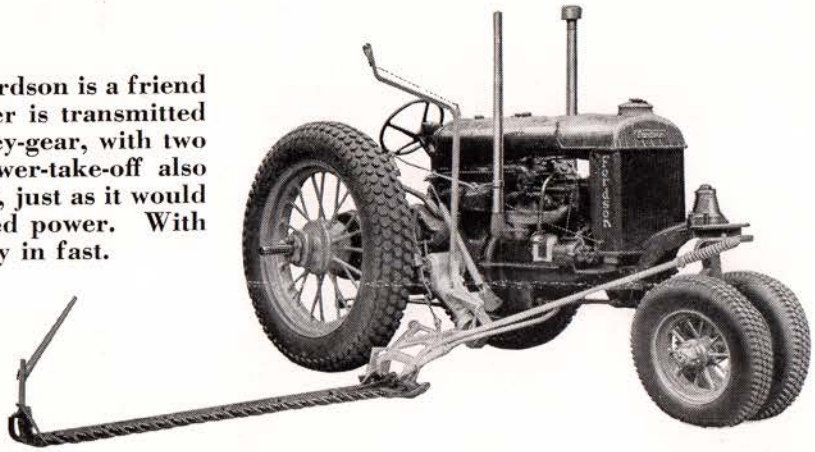
Plowing. In the whole of farming, nothing is more fundamental than plowing . . . the turning of the soil to receive the seed . . . Man cooperating with Nature for the fullest yield. Here is the All-Around Fordson pulling three 14″ bottoms, with water used for weight. The swinging drawbar makes the plowshares, or any other implement, follow true.

FORDSON WILL DO FOR YOU!



Row-Width Adjustment. A nice thing about the All-Around Fordson is that rear axle . . . and the wheels that can slide in and out. You can set the wheels at 56″ between centers, or move them to any point beyond that up to 88″. The extreme width is obtained by reversing the wheels, so that the hubs are on the inside instead of the outside. This gives you a leeway of about three feet, to suit any row-width. You simply loosen the bushing cap-screws, move the wheels to where you want them, tighten the screws.

Haying. The All-Around Fordson is a friend indeed at haying-time. Power is transmitted to the mower through a pulley-gear, with two speeds for cutting. The power-take-off also operates your baling-machine, just as it would any unit requiring transmitted power. With a Fordson, you'll get your hay in fast.



Disking. Every farmer knows the resistance set up by a disk and drag. The very shape of it tells you that it is hard to pull through any kind of ground. It calls for power and persistence. Here's an All-Around Fordson pulling a disk and drag; that is, getting *ready* to pull one. The boys have taken out a few minutes to talk things over.

THE ALL-AROUND FORDSON HAS OTHER USES, NATURALLY

Like its companion (the Standard Fordson), the All-Around Fordson can be used for every power-job around the farm. The pictures and captions herewith do not cover the entire field of the Fordson's activities. It would take a thick volume to picture and describe everything this tractor can do.

If there is some special job you have in mind, and are wondering how the Fordson would do for it, your nearest Fordson dealer will be glad to go into the whole thing with you. If you are really skeptical, he will demonstrate to your entire satisfaction.

If you forget everything else, please remember this one point: The Fordson is built for farmers by a firm that knows both farming and motors. The proof of the *pulling*, let us say, is in the enthusiasm of our nearly a million buyers.

HERE ARE A FEW THINGS THAT SOLD ME ON A FORDSON

QUICK STARTING

You don't have to coax and coddle a Fordson to get it going. The compression in each cylinder is tight and the fuel-charge is rarin' to go the instant it gets a hot spark. Yes, *Sir*; even after standing out all night in cold weather, your Fordson will take hold quickly, spare your good right arm.

EASY STEERING

That new worm steering in the 1938 Fordson makes this tractor handle as easily as a motor-car on a paved street. You don't have to tug and haul at the wheel, and wear yourself out. This new Fordson will turn on the proverbial dime.

EASY ON OIL

One thing sure, the Fordson is no oil-hog. Its lubrication-system has been worked out by the great Ford organization. The Fordson is easy on oil, you bet.

COMFORTABLE

The Fordson hasn't upholstered seats, a cigarette-lighter, or a radio, but it is really comfortable to the man who operates it. This is a machine for work, after all. The bucket-seat is shaped to fit a man in sitting-position, and is mounted on spring-steel to take up every bump. You won't feel dog-tired at the end of the day.

IT'S GOT STRENGTH

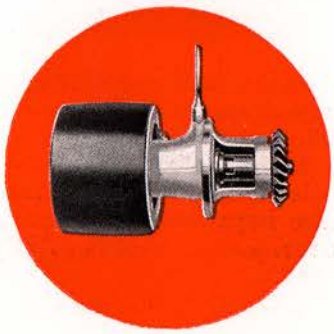
The Fordson is a rugged, compact, close-hauled unit, stocky as a bull. The steel and other materials in its makeup are of Ford standards, and there's nothing that can top those. In a few words, the Fordson is built to do hard work and plenty of it over a period of years.

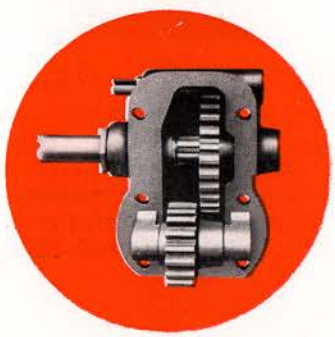
CHOICE OF 3 FUELS

You have a choice of a gasoline carburetor, or vaporizers that will handle either kerosene or fuel-oil. That gives you your pick of three fuels, all of which are highly satisfactory. You say which you prefer.

POWER-TAKE-OFF EASILY ATTACHED

At a slightly higher cost, your Fordson can be equipped with a belt-pulley and power-take-off, thereby providing a stationary engine for sawing wood, milling feed, baling hay, etc. The cuts below show the interior gear-assemblies. The pulley can be attached without removing the rear wheel of the tractor. You're pretty sure to want these attachments.





4-WHEEL-TYPES

1

Steel wheels are standard equipment on the All-Around Fordson. Low-pressure agricultural tires can be supplied at a reasonable cost. For many jobs, farmers prefer rubber, pay the difference. The extension-rims shown in Photograph No. 1 are for sandy soil. The meadow-band (No. 2) keeps the spade-lugs from cutting up the meadow during haying-season. The road-band (No. 3) provides traction and easy riding on hard roads. These bands and rims can be attached without removing lugs.

EASY TURNING

On the All-Around Fordson for 1938, you have automatic-turning brakes. These enable you to "turn around on a dime." You pivot on either drive-wheel while the other describes a circle or half-circle.

2

THE ENGINE IS PROTECTED AGAINST DUST AND DIRT

Experience has shown the desirability of keeping dust and dirt out of the moving parts of the engine. Therefore, the Fordson engine is shielded by an oil-bath air-cleaner, guarding against these elements naturally present in farm-work.

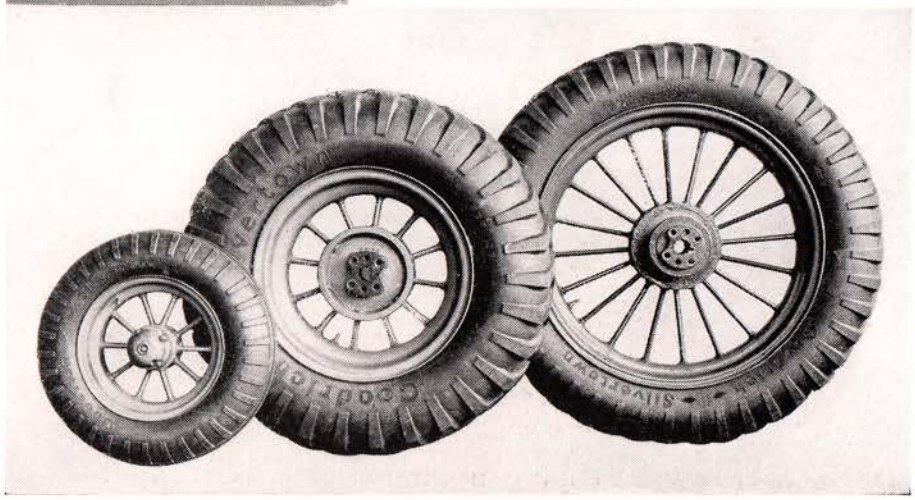
SERVICE ANYWHERE

Wherever there is a Ford or Fordson dealer, you can get parts and service for both the Standard Fordson and the All-Around Fordson. These sturdy machines are built to stand hard going, and you are going to need precious little service. But it's good to know you *can* get it when needed.

3

THE FORDSON IS ENOUGH TRACTOR FOR ANY FARMER!

IT'S *LIGHT* ENOUGH FOR *LIGHT* WORK . . . *HEAVY* ENOUGH FOR *HEAVY* WORK



Rubber Tire sizes for both the All-Around and Standard Tractors are as follows:

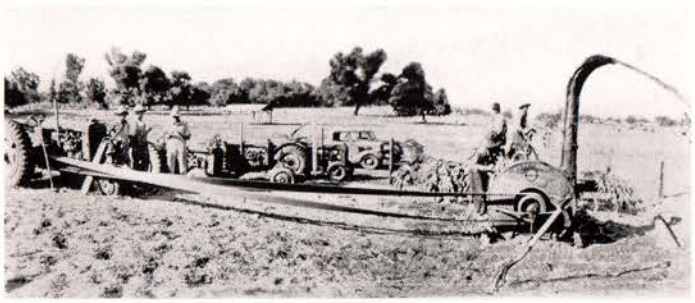
All-Around	
Front (Dual Wheels)	5.50x16
Front (Single Wheel)	9.00x10
Rear	9.00x36
Standard	
Front	6.00x16
Rear	11.25x24
Rear	12.75x24

NEARLY A MILLION FORDSONS

AND HERE IS WHAT SOME OF THEIR OWNERS SAY:

When I saw the Fordson pull a 4-section 33 spring-tooth harrow up our hills, I bought it. There's so much power that you don't know for sure your plows are in the ground until you look.

CARL FANDREY,
for Fandrey Bros.,
Clintonville, Wis.



Having bought my fourth Fordson Tractor, you have asked me frankly why I like the Fordson so well.

To start with, the Fordson today is easy starting and dependable. It is as completely equipped, magneto, governor, etc., as any tractor can be made.

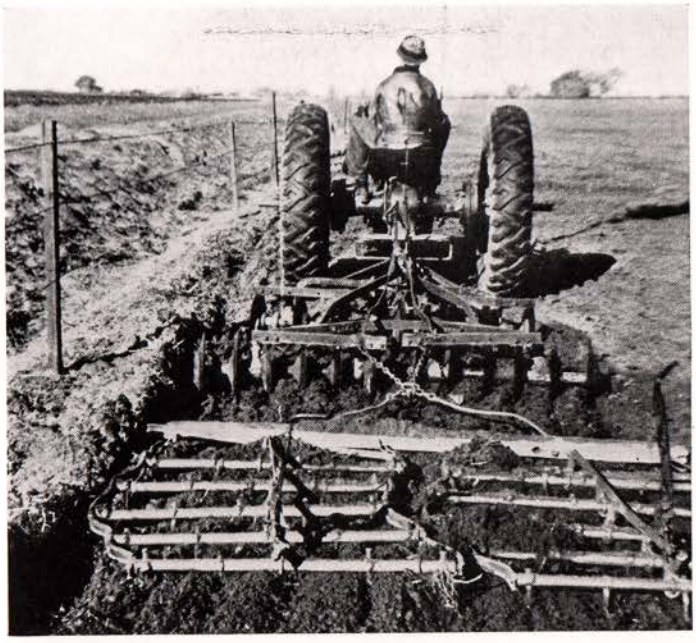
We use our Fordsons the year around to haul out silage, pump water, plow, harrow and cultivate. They are always ready to go.

Our oldest tractor, we have used for seven years. Perhaps it and your repair book have sold the others to us. Along with the low upkeep the fuel consumption is very satisfactory. We run upon as little as 8 gallons of gasoline for ten hours' work; however for heavy work, when the 30 horse-power motor is working to the limit, we use as much as 2½ gallons per hour.

L. B. HILL
Fresno, Calif.

The main reason I bought a New Fordson was because it meets my farm requirements better than any other tractor. It is neither too large nor too small. I have the new row crop attachment which I can change over from the four-wheel Fordson in one hour. This gives me both a row-crop and four-wheel tractor for one investment. I plow up to one acre per hour. My principal crops are hay, grain, potatoes and corn. The New Fordson is even better than my expectations.

CECIL BREW
Olathe, Colorado



Our Fordson all-around tractor bought last year has proved very economical both on fuel and upkeep costs.

It is about the best driving and riding tractor we know of, and being a row-crop type, it does any work we have to do. We like it.

ROD POYTRESS
Fresno, Calif.

YOU'LL TALK THE SAME WAY . . . FROM THE

HAVE GONE ON THE FARM . . .

I find that my Fordson has all the power necessary to handle every farm job. At present I am plowing Alfalfa Ground with a two-bottom 14 inch plow in plow gear, and have never dropped down to low gear. It works all day long, and never gets tired.

CHAS. M. CHINN
Baker, Oregon

In the Fall we did our plowing using your Direct-Hitch Two-Way Plow and did practically all of it in high gear. One day that I remember we plowed five acres of alfalfa in eight hours on fifteen gallons of distillate, and that's pretty cheap for braking alfalfa. When we buy another tractor, you can take is from me it will be a Fordson.

E. W. HAMILTON
Salt Lake City, Utah

I purchased one of the new Fordson Tractors last Summer and I am well satisfied with it.

I am surprised at the amount of power it has. I plowed heavy clay last Fall for wheat when it was unusually dry and hard, still it drew the 2 fourteen-inch bottoms easily. It will draw the same tools in high that the old tractor drew in second.

I checked the fuel for a while and found that it used about 1¾ gallons per hour with a heavy load. The motor runs smoothly and the governor works perfectly. The high tension magneto makes starting easy.

I recommend the new Fordson to anyone wanting a two-plow tractor with plenty of reserve power.

L.R. PRITCHARD
Canandaigua, N. Y.

I would like to acknowledge my satisfaction with the New Fordson, which I purchased last Spring.

Having operated a 1925 Fordson on 150 acres for 12 years, I find my New Fordson will do 50% more work than my 1925 tractor on less than 2 gallons of fuel per hour.

I use my new tractor during the winter months on a corn shredder, and have found no trouble in starting mornings when the temperature was down to zero.

I would highly recommend the New Fordson to anyone interested in the purchase of a new tractor.

ELMER HOLTZ
Palmyra, N. Y.

I own one of the first new model Fordson Tractors built and plow about 35 acres yearly, also double disk harrow about 70 acres yearly, besides doing some belt work.

The tractor has ample power (I pull 16-23″ Double Disk Bush & Bagg harrow) and I can fairly say that today my tractor starts easily and for the past six years my total cost for repairs has not exceeded ten dollars ($10.00).

JOHN L. MURRAY
Catawba, N. C.

FIRST DAY YOU DRIVE A FORDSON!

(ARRANGE NOW FOR DEMONSTRATION)


HE'S ONE IN
A MILLION!