

1985 FORD F-SERIES PICKUP

America's Truck — Built Ford Tough





Donald E. Petersen
President

Ford Motor Company
The American Road
Dearborn, Michigan 48121

Dear New Truck Buyer:

Quality is Job 1 at Ford Motor Company. This isn't just a phrase. It's a commitment to total quality.

Total quality begins with the design and engineering of our trucks and continues through the life of the product. We plan them with a vision of the customer — of you — sitting behind the wheel of a new truck.

Total quality will be apparent to you through functional performance, overall vehicle integrity, the "look and feel" of materials, satisfying aesthetics, safety, serviceability and cost of ownership.

Total quality requires continuous improvement in everything we do. Every employee at Ford Motor Company is involved in the process of meeting your needs and expectations.

I think the full-size 1985 F-Series Pickup is an excellent example of the quality I'm talking about. Its driver-oriented design and advanced engineering features make it a pleasure to drive, on the job or out for family recreation. And, to cut job time and increase leisure time use, Ford F-Series has the most powerful lineup of engines of any pickup.

I invite you to look over our new 1985 Ford trucks in your dealer's showroom. Test drive them on the road. When you do, I think you'll understand all that's involved in the total quality concept at Ford Motor Company.

Donald E. Petersen

Donald E. Petersen
President
Ford Motor Company



Styleside Pickup



Flareside Pickup



SuperCab Styleside Pickup



Crew Cab Styleside Dual Rear Wheel Pickup

FORD F-SERIES PICKUP FOR 1985

Big and brawny full-size Ford F-Series trucks are offered in a complete line designed to meet almost any truck need — personal or business. Choose from **Regular Cab Styleside** and **Flareside**, **SuperCab Styleside** and **Crew Cab Styleside** models; plus **Regular Cab Chassis-Cabs** — 4x4 or 4x2. See page 19 for details. Already known for their power and performance, new and improved engines are ready for 1985. Ready to take the really tough pickup jobs in tow. Add Ford's Company-wide emphasis on quality and it's little wonder Ford F-Series Pickups continue to lead the field. And Ford has been the sales leader for seven straight years!*

*R. L. Polk & Co. cumulative registrations 1977 thru April, 1984.

Front and back covers: F-150 XLT Lariat Styleside Pickup. Some equipment shown may be optional.

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A word about this catalog: Some of the equipment shown or described throughout the catalog is available at extra cost.



QUALITY AND WORKMANSHIP

Ford Motor Company is committed to building trucks that meet the high quality standards expected by those who drive them.

Every aspect of truck design has a purpose, whether it be load capacity, strength, aerodynamic efficiency or interior comfort.

Engineering systems — the engine and suspension, for example — are manufactured and assembled under strict quality controls.

The hood, doors, tailgate, moldings — everything has stringent fit tolerances. The paint finish is smooth and lustrous.

Behind the quality of every Ford truck are the dedicated people who produce it.

Design and engineering, where quality begins.

Quality demands that before a truck can be built right, it must first be designed and engineered right.

Today, engineers can measure with amazing accuracy how a truck responds to actual on or off-road conditions long before it is built. It's done with simulations of full-scale vehicles and individual components in action on computer screens.

Vehicles can be driven around pylons at various speeds, climb steep grades, run over potholes, just as they would be in real testing at a proving ground. The computer displays in close detail the intricate movements of the suspension and other systems. They're evaluated to high standards of performance, redesigned and retested if necessary.

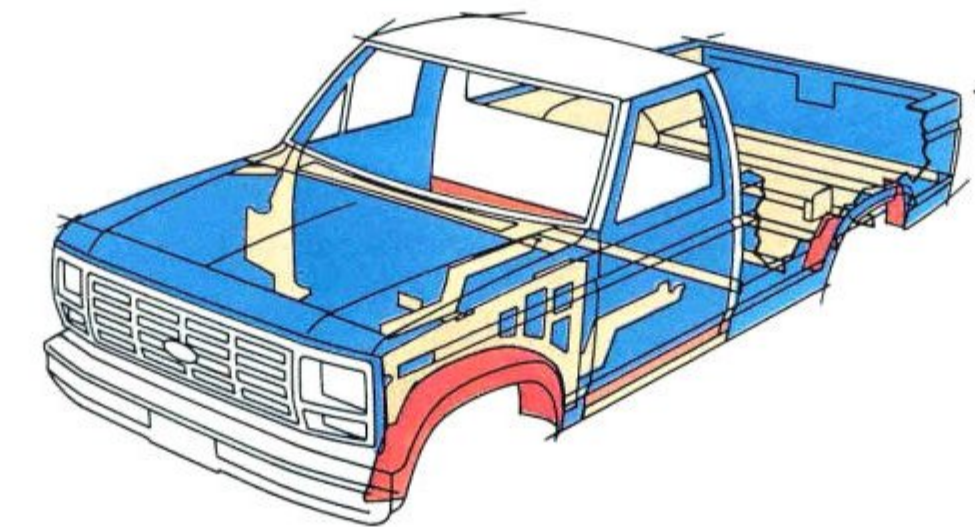


Double-wall construction in roof, hood, doors and Styleside box sides and tailgate, plus all-welded box with rounded, easy to clean corners, make Fords tough trucks.

Even with this advanced technology, however, the art of truck design and engineering remains in the hands of designers and engineers. The computer is there to assist them.

Withstanding stress. The ultimate test of a truck's quality.

Drivers expect their trucks to function properly in everyday use. So Ford trucks are road-tested over hundreds of thousands of miles, are subjected to extreme stress and load conditions over paved and unpaved surfaces, up and down steep grades, through corrosive salt baths. They run the full course of demanding acceleration, cornering and braking maneuvers.



Special quality steps. Ford uses many anti-corrosion treatments to help protect Ford trucks. Illustrated here are some of these effective measures.

■ ZINC-COATED METAL	■ PLASTIC PARTS
■ GALVANIZED METAL	■ SPRAY-APPLIED SEALERS

But even before these road tests, Ford engineers put prototype trucks through numerous laboratory tests. The Electrodynamics Actuator, for example, drives a truck continuously under a variety of road and weather conditions. One objective is to eliminate squeaks and rattles caused by bumps and jolts and the effects of hot and cold temperatures.

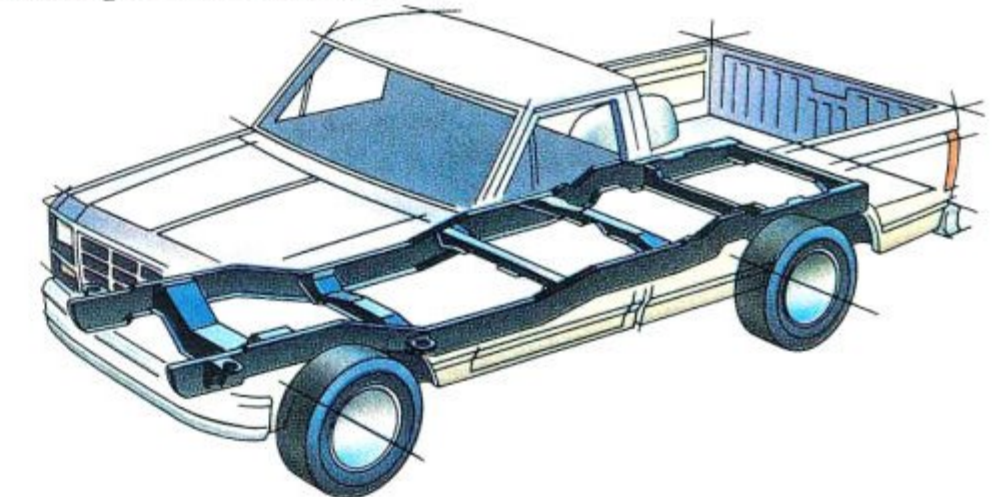


Quality-built Ford F-Series Pickups equipped for snow plowing take it in stride. The F-350 4x4 offers a new 10,100 lb. GVWR package (available February, 1985) with 6.9L diesel ready to be equipped for snow plowing. Your dealer can give you all necessary equipment details.

Computers, robots and lasers in manufacturing and assembly.

Monitoring engine performance, checking electrical systems for accuracy, helping ensure smooth paint applications for finish quality — these are some of the vital roles that computers play in the assembly of Ford trucks.

Ford places great importance also on robotics to achieve high quality in fit, finish and function. Robots are programmed to provide consistency and control to an extraordinary degree. They can do hundreds of welds on a truck body quickly, completely, with the precision the blueprints demand.



Ford ladder-type frames feature deep-section channel side members, up to eight tough crossmembers.

The laser, another advanced-technology tool, helps improve quality by providing accurate measurement of everything from engine castings and door margins to nuts and bolts and fasteners.

Ingenuity and teamwork. The essential ingredients of high quality.

At Ford, striving for high quality is a team effort. This is nowhere more evident than in the hundreds of recommendations for quality improvements submitted every year by more than 1,100 Employee Involvement (EI) groups in 65 Ford plants across America.

In addition to the EI groups, there are "durability-reliability" teams specially trained to carry out extensive quality control programs before production begins, and "quality" teams whose primary responsibility is quality improvement after production gets under way.

With all the technology and resources at work producing quality products, the people at Ford realize that quality is a never-ending preoccupation. This attitude is essential to Ford's total commitment to quality.

POWER AND EFFICIENCY

More power to you from Ford. New Ford truck engines and engine improvements put a new range of performance at your command for 1985.

High-tech under the hood. EEC-IV — one of the world's most advanced automotive computers.

Ford's 4.9L Six, 5.0L and 5.8L V-8 2V engines on models under 8,500 lb. GVWR benefit from the EEC-IV computer, a fourth generation, state-of-the-art, microprocessor-based engine control system capable of processing thousands of operations per second. EEC-IV adjusts the air/fuel mixture and ignition timing for quick cold starts. On the road, it constantly senses what the truck is being asked to do, then balances the air/fuel mixture and timing for optimum power, response and efficiency.

The biggest Six in any pickup.

The 4.9L Six, standard engine for most F-Series, is a tried and trusted engine that puts out optimum horsepower and torque.

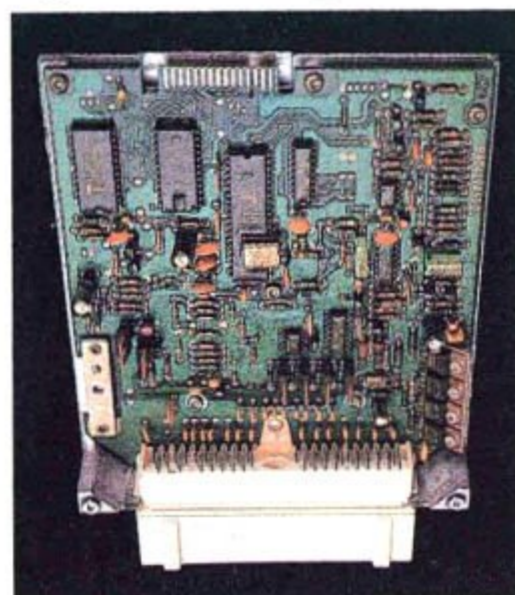
New state-of-the-art 5.0L EFI V-8.*

A high-performance, high-technology V-8 engine that is projected to offer 31% more horsepower (SAE standard J-1349) than the engine it replaces. It's ideal for trailer towing and other applications requiring an excellent balance of power and economy. The advanced multiport fuel injectors provide eight individual ports for exact fuel metering. This contributes both to responsiveness and to overall efficiency. The 5.0L EFI V-8 is optional in F-150 and F-250 models under 8,500 lb. GVWR.

*5.0L Electronic Fuel Injection V-8 available November, 1984.

5.8L High Output V-8.

Big, free-breathing "Holley 4180" 4-barrel carburetor, large 17-inch air cleaner, and special low back pressure exhaust system provides outstanding pickup and load-moving power (N.A. in California).



7.5L V-8 — the biggest engine in its class!

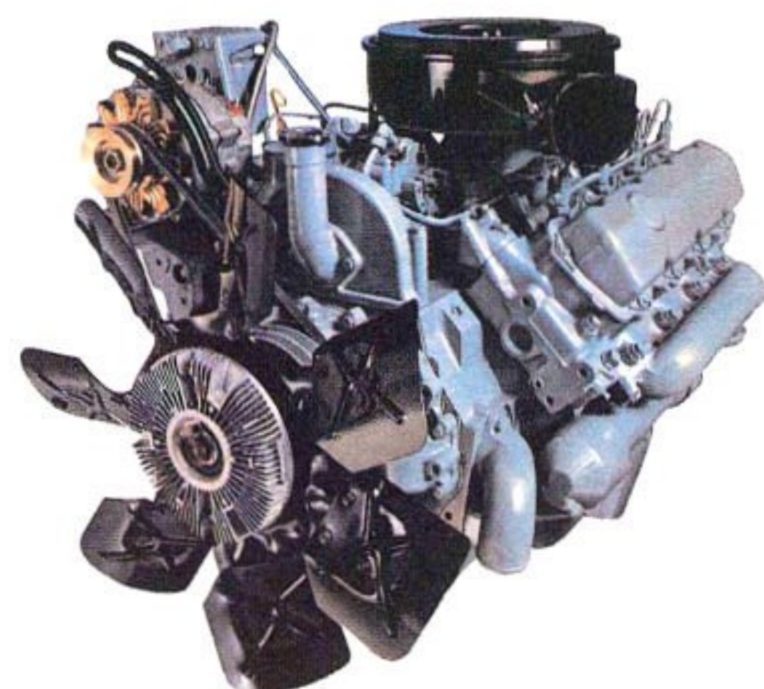
Here's the tops in big Ford pickup V-8 power for maximum trucking ease. It's made to order for big campers, trailer towing and hefty commercial uses.

6.9L V-8 diesel.

Newest, most powerful true-truck heavy-duty diesel available in pickups today. Top performance with diesel economy. The 6.9L heavy-duty diesel has the most power in its class. You get a great combination of hi-cube performance with traditional diesel fuel economy.** Trailer towing GCWRs go up to 14,000 lb.

**EPA ratings not applicable.

See the specification chart on page 19 for engine availability in various Ford F-Series.



Fan clutch saves fuel and power.

Ford's viscous-type fan clutch — standard across the line — engages the fan only as needed. Saves power and fuel when the fan is not being driven.

Efficient transfer case.

The 2-speed transfer case is the heart of 4x4 drive. Ford's convenient floor-mounted lever allows easy shifting between 2-wheel high and 4-wheel high without stopping (hubs locked). The transfer case shift pattern is as follows:

2H — For normal highway driving, power to rear wheels only.

4H — Normal traction ratio, power to all four wheels. (Dash-mounted 4x4 drive light "ON.")

N — Neutral, no power to any wheels.

4L — Maximum traction ratio, power to all wheels at reduced speed. (4x4 drive light "ON.")



Choice of manual or automatic locking 4x4 hubs.

For serious 4x4 enthusiasts, the standard free-running front hubs are the manual locking type. In 2-wheel drive with hubs unlocked, the front axles and driveshaft are disengaged, reducing friction and wear. Popular, optional automatic locking hubs (available on F-150 4x4) allow you to switch to the extra traction of 4-wheel drive without leaving the driver's seat.



Automatic Overdrive option.

In overdrive 4th gear, torque is transmitted by way of direct (100%) mechanical linkup, which eliminates power-wasting hydraulic slippage. In overdrive gear, engine rpm are cut by about one-third to decrease fuel consumption. Also, there is a partial linkup in 3rd gear for better economy. Available in F-150/250 models (under 8,500 lb. GVWR).

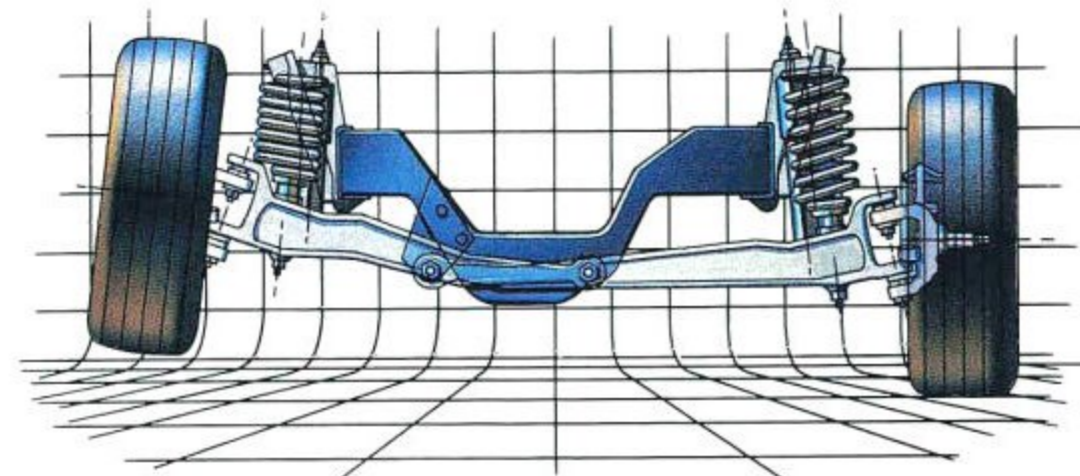
Ford offers a wide choice of powertrains to meet your personal or business needs.

Gas Mileage

1985 EPA mileage estimates were not available at the time this catalog was approved for printing. As soon as EPA figures are released, your Ford Dealer will be among the first to receive this information and will be happy to pass it along to you.

RIDE AND HANDLING

Independent front suspension, steering geometry, suspension components and tires — all working together for your riding comfort and handling ease.



Twin-I-Beam independent front suspension.

Famous Ford Twin-I-Beam independent front suspension (4x2) is designed for both ruggedness and ride. Each wheel has its own forged I-beam axle and separate big coil spring. So, each wheel steps over bumps independently for a smooth ride — plus you get the strength of two forged I-beam axles. F-150 Twin-I-Beam includes lubed-for-life ball joints and adjustable camber.

Computer-aided suspension design.

Some of the most advanced automated vehicle design and analysis equipment, techniques and computer simulations in the world are at Ford's Engineering Computer Center. Computer-aided engineering techniques, such as Finite Element Structural Analysis, or total vehicle dynamic ride and handling simulations allow engineers to solve complex design



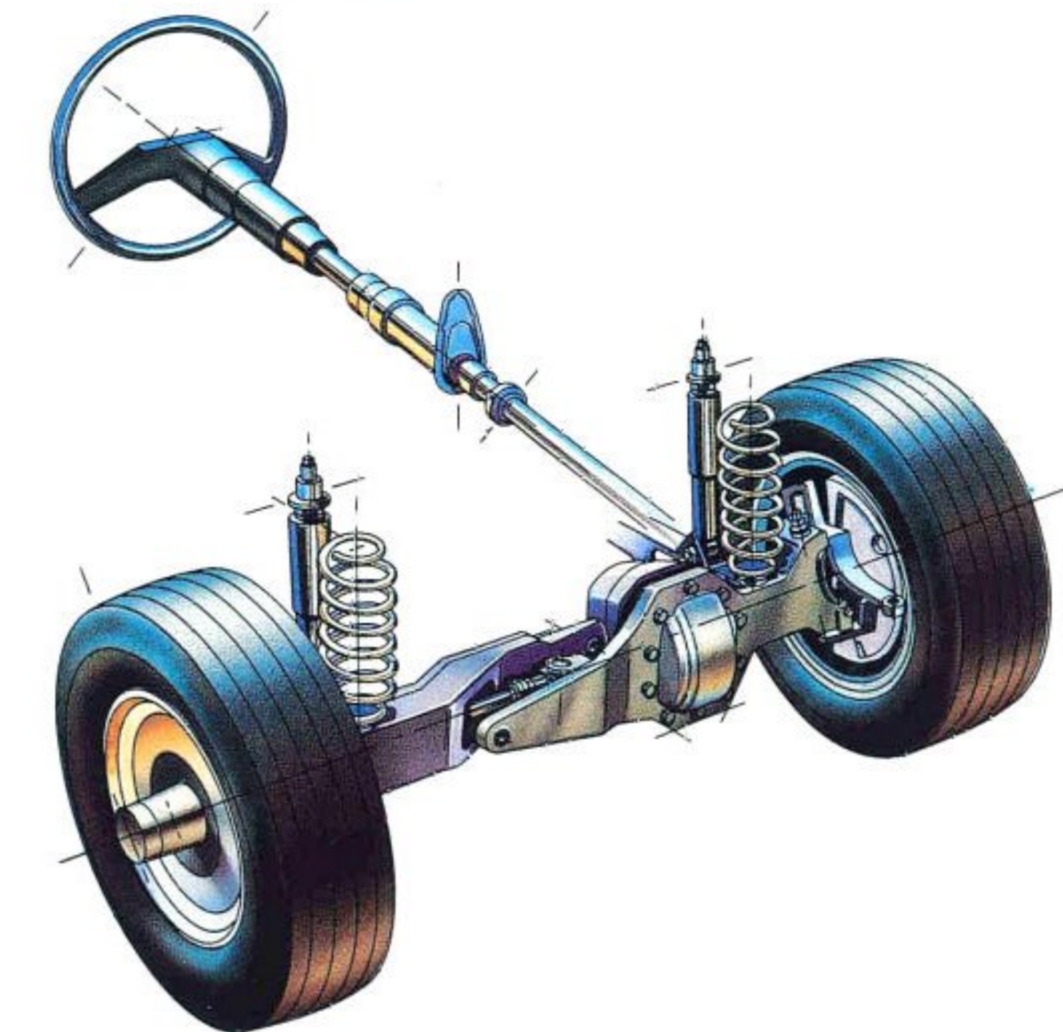
The F-Series Pickup undergoes extensive tests at Ford's Arizona Proving Ground.

problems quickly and accurately.

On heavy-duty Ford pickups (F-250 HD and F-350) where extra hefty payloads are expected, computer analysis was used to find the optimum combination of smooth-riding springs combined with the high capacity needed to carry big rated loads.

4x4 Twin-Traction Beam independent front suspension.

Twin-Traction Beam has helped Ford 4x4s over the rough spots for years. It combines off-road toughness with power to the front wheels, and an independent suspension system. Husky front springs (coil on F-150, leaf on F-250/350) and independent wheel action ease front wheels over bumps separately. Suspension design assists off-road handling and control, and smooths the ride.



New, heavy-duty Monobeam front axle permits gross axle weight ratings (GAWRs) up to 5,000 lb. for tough off-road jobs and heavy front-end equipment — like snow plows — will be standard on F-350 4x4s in February, 1985.



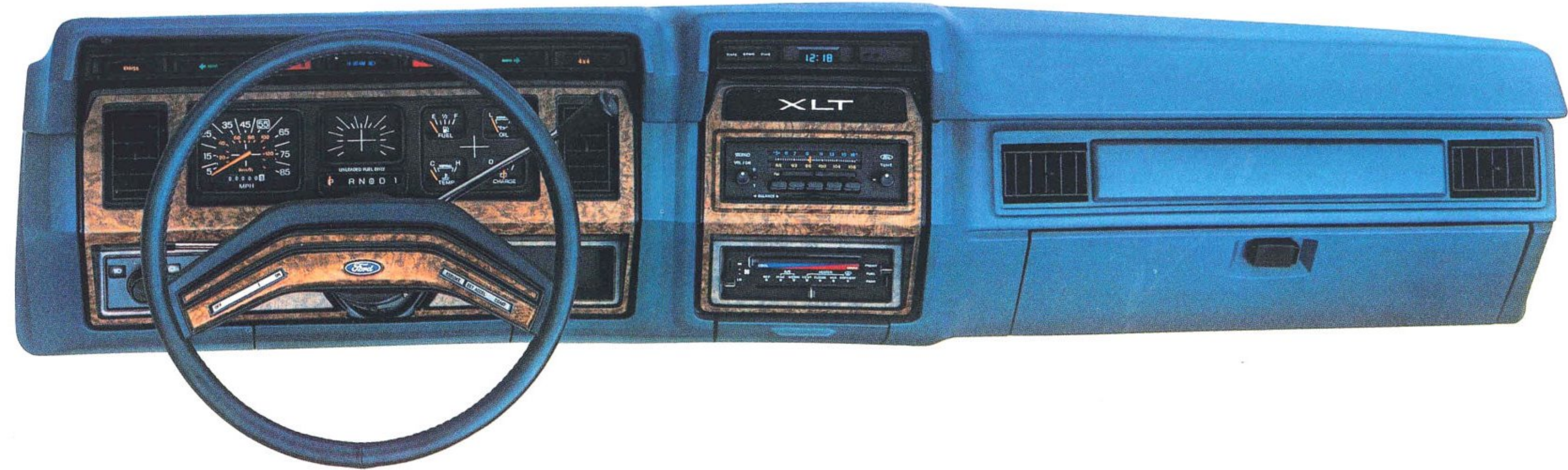
P-metric/LT-metric tires.

P-metric radial tires are standard on all the high volume Ford F-150 4x2 and 4x4 models. These tires contribute to both ride quality and fuel efficiency with increased inflation pressure and reduced rolling resistance tread compounds. LT metric steel-belted radial tires are standard on F-250 and F-350 Series.





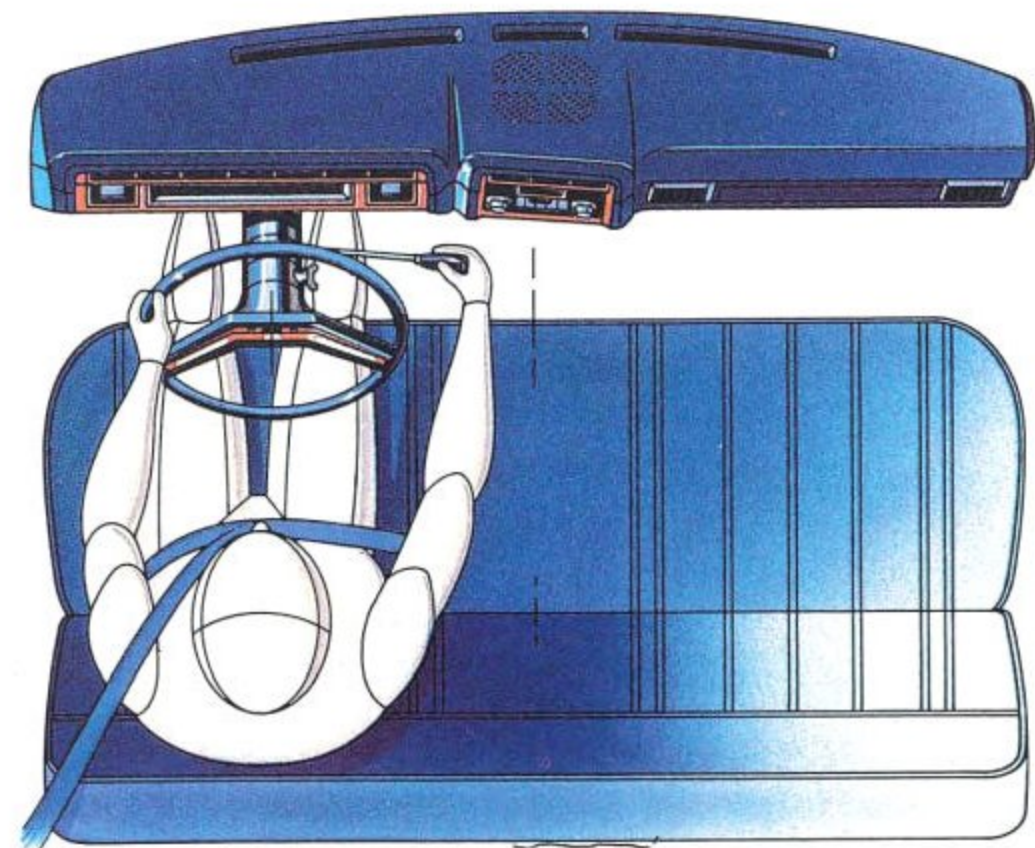
F-SERIES ENVIRONMENT



Full-size spaciousness in a command center engineered for your complete driving control.

Ergonomically designed for comfort and convenience.

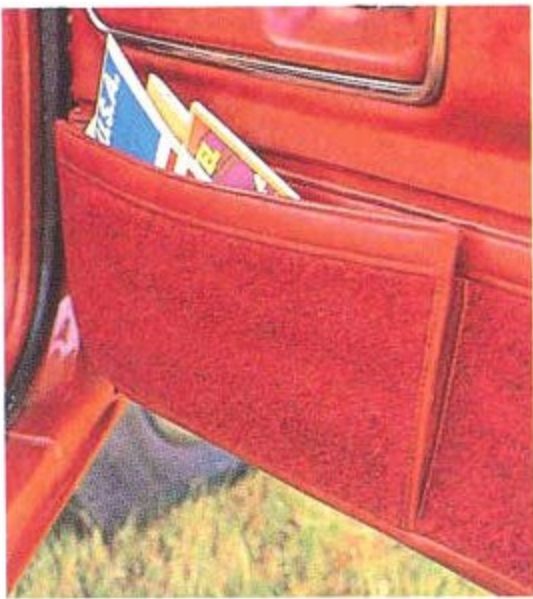
The science of ergonomics involves the close relationship of the driver to the truck. In F-Series, applied ergonomics creates an environment with sensible, convenient placement of seats, controls, instruments and lights. All controls are within easy reach of the driver.



The well-engineered instrument panel has a clean, uncluttered configuration that visibly clusters instruments for fast read-out and places controls for ready access. Brow-mounted warning lights, above the instruments, are easy to monitor. And the wide, firm seat comfortably accommodates the driver and his passengers.

A flow-through ventilation system with a 3-speed heater/defroster fan helps maintain a comfortable F-Series environment. And sound insulation keeps it quiet inside as well.

New XLT Lariat pickups have large map pockets conveniently located in both doors.



Room for up to six to ride in comfort.

Spacious Ford full-size F-Series Pickups have a full-width bench seat with 64.2 inches of shoulder room for 3-passenger seating comfort. Ford's SuperCab includes standard seating for five with center-facing rear jump seats and has plenty of room for a family of six with optional forward-facing rear bench seat. The big Crew Cab has 64.8 inches of shoulder room for rear seat passengers. There's full-size head and leg room, too.

The standard F-Series front seat has a full-foam pad over springs for soft, resilient seating comfort. Generous 5.5 inches of seat travel allows easy, proper adjustment for short, medium or tall drivers.

Interior Dimensions

	Headroom (in.)	Legroom (in.)	Hiproom (in.)	Shoulder room (in.)
Regular Cab	40.4	41	61.7	64.2
SuperCab Front	40.4	41	61.7	64.2
SuperCab Rear*	39.3	28.8	61.1	67.5
Crew Cab Front	40.4	41	61.7	64.2
Crew Cab Rear	39.7	38.1	66.1	64.8

*With optional rear bench seat.



Captain's Chairs

Attractive cloth trimmed reclining Captain's Chairs* are available in SuperCab pickups for individualized seating. For 1985, Captain's Chairs include on their back a zippered pouch with external map pocket. Driver's chair is adjustable for 5.5 inches of travel. The passenger chair tilts forward for convenient access to the rear passenger or load area. Handy center console (optional with Captain's Chairs) has a large compartment with flip-open top and locking latch.

*Require optional rear bench seat.

FORD XLT LARIAT



A new level of luxury for 1985.

The new XLT Lariat is Ford's finest full-size Style-side pickup with a host of new features both inside and out. Outside, the sculptured steel lines are accented with a new full-length bodyside protection molding (black with bright insert) and bright wheelip moldings, plus "XLT" and "Lariat" identification plaques. Also included is a newly styled brushed aluminum tailgate applique with red reflective lower portion and bright tailgate release handle.

Inside you'll discover a new higher level in comfort and attractive decor. It begins with all-new cloth seat trim and matching cloth inserts on door trim panels. New map pockets, carpeted area on lower door panels and new soft-wrapped steering wheel with woodtone insert. The new cloth-covered sun visors have a handy band on the driver's side to hold small items like sunglasses, and a slide-out removable vanity mirror on the passenger side. There's cut-pile carpeting, and more.

FORD XL



One big step up from standard.

Ford XL is the intermediate trim level that adds many refinements and features to the standard model. Exterior touches include bright wheelip moldings and 2-color full-length side paint stripes on single-rear-wheel Stylesides. XL also includes a bodyside and tailgate surround tape stripe, and tailgate tape letters on Flare-side and dual-rear-wheel pickups, plus bright insert on rear window weatherstrip.

Interior appointments include a broad range of refinements. An attractive color-keyed cloth headliner. Rich new cloth and vinyl seat trim (shown in Crew Cab on page 14; optional knitted vinyl seat trim shown at left). Door courtesy light switches on the passenger's side as well as the driver's. Bright door trim surround molding. Cigarette lighter. New woodtone instrument panel appliques. 12" day/night mirror. And more as shown on page 19.

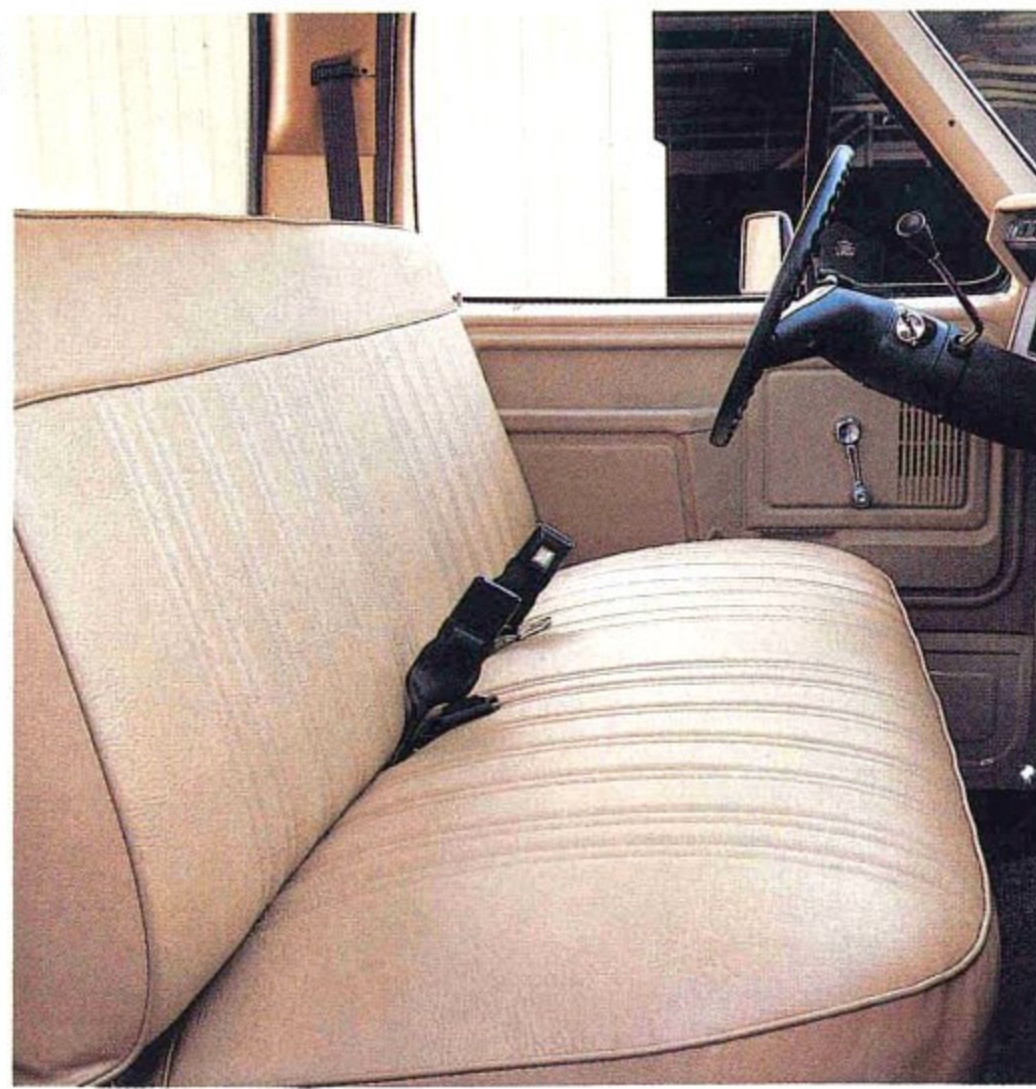


10 F-150 XLT Lariat Styleside Pickup shown with optional Deluxe Two-Tone, bright low-mount western mirrors, sliding rear window, chrome rear step bumper, sport wheel covers and chrome grille.



F-150 XL 4x4 Styleside Pickup shown with optional Deluxe Two-Tone, bright low-mount western mirrors, chrome rear step bumper, sliding rear window, auxiliary fuel tank, sport wheel covers and RWL tires.

FORD STANDARD PICKUP



The Ford standard of value!

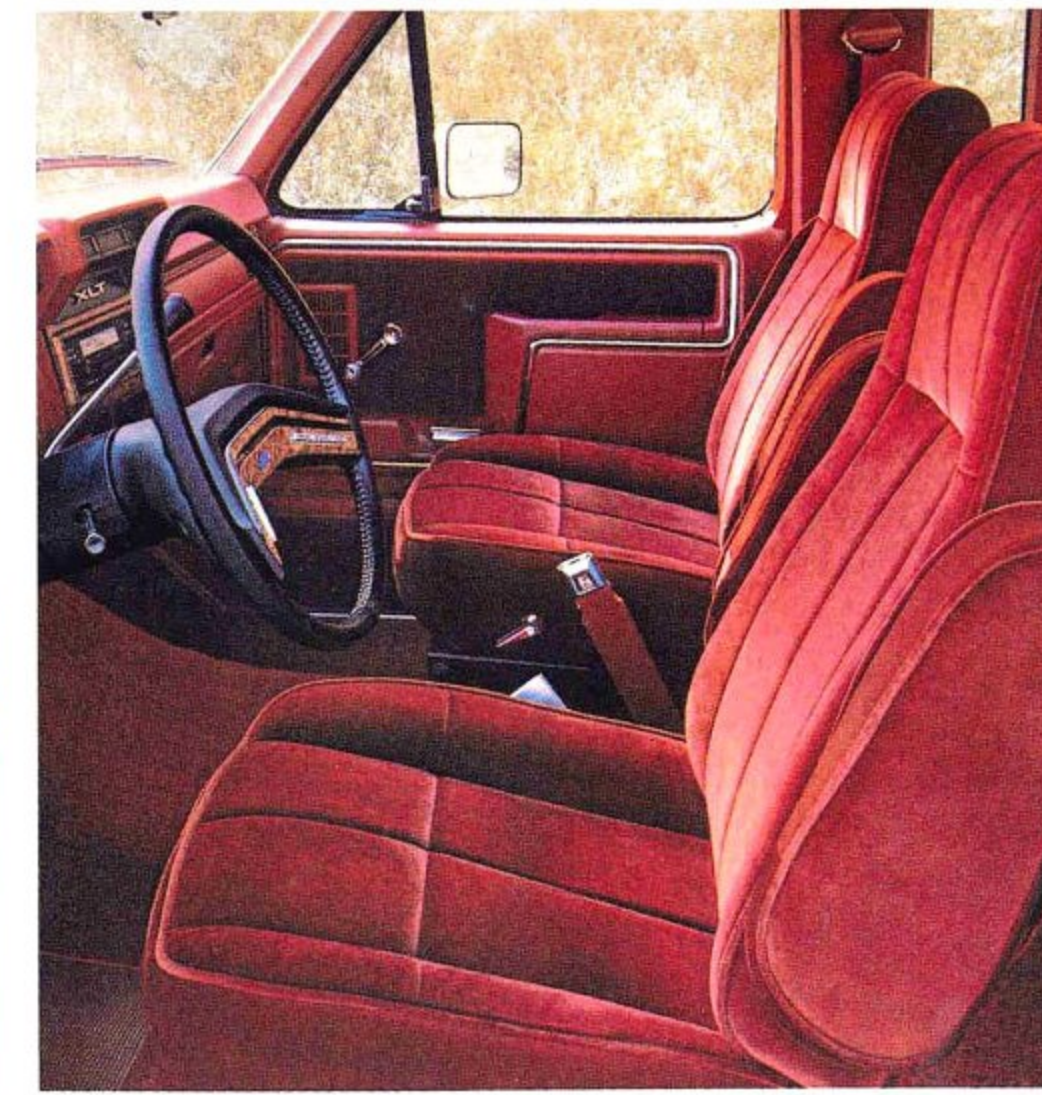
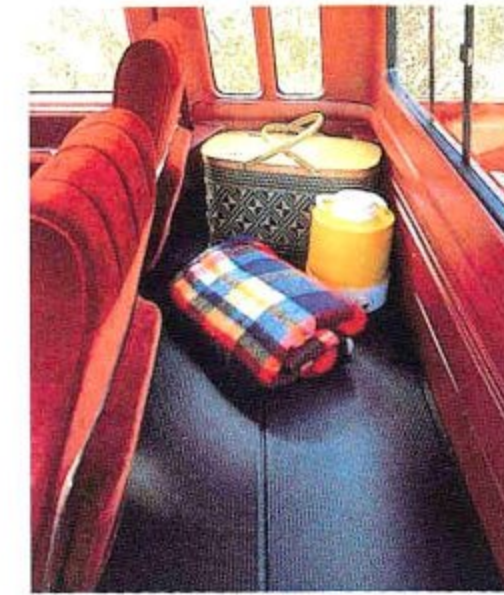
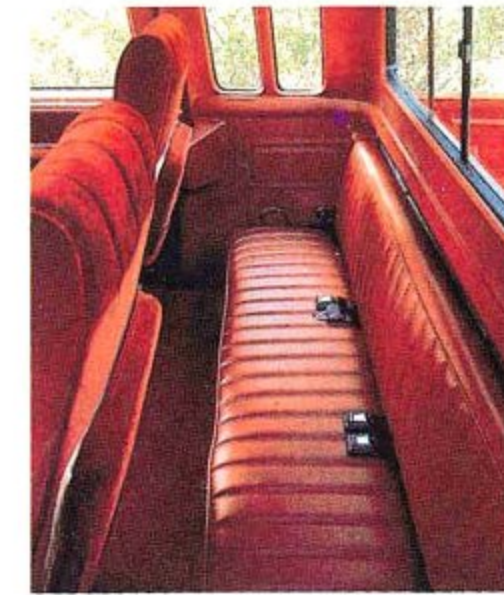
Every Ford Pickup has a surprisingly long list of equipment features included at no extra cost.

Exterior features include: chrome front bumper. Light argent grille with bright surround molding. Bright windshield molding. Bright hub caps.* Black foldaway door-mounted mirrors. Rectangular halogen headlights. Styleside pickups also provide rope tie-down holes, stake pockets and easily removable tailgate.

Ford's interior has: new all vinyl seat trim. AM radio (may be deleted for credit). Pivoting vent windows. Glove box. Temperature gauge. Lighted ash tray. Argent instrument panel appliques (woodtone with 6.9L diesel) and black control knobs. Color-keyed door trim panels with foam-padded armrests. Floor insulation and rubber mat. 9⁵/₈" day/night rearview mirror. Inside hood release. Dome light. Reversible keys. And more, see page 19.

*Except with DRWs, F250 4x4s with 4,600-lb. front axle or F350 4x4s.

FORD SUPERCAB



Room for a family of six.

The spacious Ford SuperCab has inside room and features the others can't match — including standard rear jump seats. It's the only two-door pickup big enough for an optional full-width bench seat in back (shown at left of page) — enough room for a family of six. And when not needed for passengers, the seat folds down flat with a steel back to form a handy load floor. With the standard rear center facing jump seats folded up, there's 29.8 cu. ft. of interior loadspace for carrying cargo, camping gear or luggage.

Front seating arrangements include: comfortable front bench seat or optional Captain's Chairs (shown here, and available with optional center console).

Ford SuperCab pickups are available in your choice of trim levels — Standard, XL or XLT Lariat.



FORD CREW CAB CHOICES



Bring your gang together with their gear.

Now available with single or dual rear wheels — gas or diesel engine — rugged Ford Crew Cab Pickup is ready to take on any big job. And you can take your whole crew (and all their gear) to the job site in spacious comfort. The Crew Cab seats six big adults with ease. There are two full-width, full-foam bench seats. The four large doors allow fast, easy entry and exit. And all door windows roll down for ventilation.

Ford 6-passenger Crew Cab models have an 8-ft. Styleside pickup box. Available in 4x2 and single-rear-wheel 4x4 models, you can specify either Standard or XL trim.

FORD 4-WHEELERS



Ford is America's best-selling* full-size 4x4 pickup.

Popular Ford 4x4's give you a solid choice of high-performance power and versatile cab types. And 4-wheelers provide a very important choice of manual or automatic locking 4x4 front hubs. The standard free-running hubs are the manual locking type. While optional automatic locking hubs (F-150) allow you the convenience of switching into 4-wheel drive without leaving the driver's seat to lock the hubs.

The 2-speed transfer case is the heart of the 4x4 drive system. Ford's transfer case with convenient floor-mounted lever allows shifting between 2-wheel high and 4-wheel high, without stopping, when the front hubs are locked. Ford's exclusive Twin-Traction Beam front suspension combines off-road toughness with independent wheel action for handling and ride.

*Based on R. L. Polk & Co. calendar year reported registrations through April, 1984.



14 F-350 XL Crew Cab DRW Styleside Pickup shown with optional bright low-mount western mirrors, chrome grille and argent rear step bumper.



F-150 XLT Lariat 4x4 Styleside Pickup shown with optional Deluxe Two-Tone, bright low-mount western mirrors, chrome rear step bumper, auxiliary fuel tank and sport wheel covers.

TRAILER TOWING AND RECREATION

Ford tops all the others in towing.

Here's the biggest RV trailer towing capacity in the industry! Ford pickup GCWR's go up to 14,000 lb. with the powerful 6.9L diesel and up to 18,500 lb. GCWR with the hi-cube 7.5L gas V-8.

For pulling trailers up to 8,400 lb. (12,500 lb. GCWR), the 250 4x2 under 8,500 lb. GVWR can do your job with 5.8L HO V-8 and proper equipment.

Trailers are more popular than ever as recreation vehicles. They set up easily at your campsite, and then the towing pickup becomes available for personal transportation. And in a Ford it's roomy, comfortable transportation. For example, there's room for a family of six in the Ford SuperCab Pickup with optional rear bench seat. And six big adults can ride comfortably in the Ford Crew Cab.

Both tough 4x2 and 4x4 Ford F-Series Pickups offer a complete Trailer Towing/Camper Package with all the basics included for today's recreation uses. Consult your Ford Dealer or 1985 Ford Recreation Vehicle brochure for additional information and specific equipment requirements and restrictions.

Trailer Towing/Camper Package

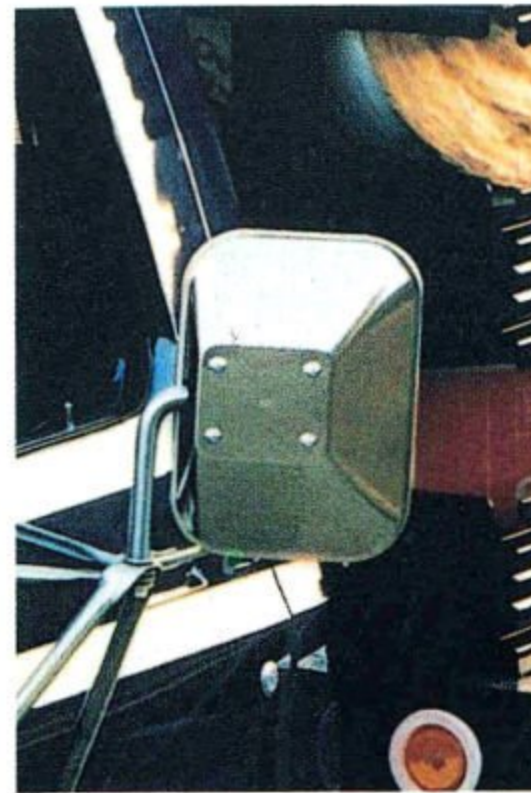
- ☐ Handling Package
 - Front/rear stabilizer bars*
 - Heavy-duty front springs
 - Heavy-duty front and rear shock absorbers
 - Quad front and heavy-duty rear shock absorbers (on F-150 Regular Cab 4x4 only)
- ☐ Alternator, 60 amp. (std. w/6.9L diesel)
- ☐ Battery, 63 amp-hr. heavy-duty maintenance-free (except w/6.9L diesel)
- ☐ Ammeter and oil pressure gauges
- ☐ Bright low-mount western swingaway mirrors
- ☐ Auxiliary transmission oil cooler with automatic transmissions (std. in certain applications)
- ☐ Trailer wiring harness
- ☐ Heavy-duty turn signal flasher
- ☐ Extra engine cooling (except with air conditioning, super engine cooling, 6.9L diesel or 7.5L V-8)
- ☐ Engine oil cooler (with 7.5L V-8)

*Package varies with 6.9L diesel and certain equipment.

**New higher capacity for pulling trailers up to 5,000 lb. Ball not included.



Behind-seat storage (Regular Cab).



Bright swing-out recreational mirrors are optional.



Easily removable tailgate.



New argent rear step bumper is optional.**



Sliding rear window is a popular RV option.



FORD 4x2 AND 4x4 CHASSIS-CABS



Popular Ford workhorses.

For wreckers, platform stakes or other special body requirements, versatile F-Series Chassis-Cabs can easily accommodate the custom body that will make your job easier, more efficient. Chassis-Cabs are available in 4x4 and 4x2 models with GVWR's up to 9,000* and 11,000 pounds respectively. Twin-I-Beam (4x2) and Twin-Traction beam** (4x4) independent front suspensions are standard for both ruggedness and ride. Ford F-Series Chassis-Cabs will accommodate custom bodies up to 12 feet in length. Ask your dealer for a 1985 Ford Chassis-Cab catalog which has complete details.

*An F-350 4x4 136.8" wheelbase DRW model with 11,000 lb. GVWR will be available February, 1985.

**A 5,000-lb. Monobeam front axle will be standard on F-350 4x4s in February, 1985.



FORD F-SERIES SPECIFICATIONS

EQUIPMENT	2-WHEEL DRIVE PICKUP				
	F-150	F-250 ⁽¹²⁾	F-250 HD	F-350	F-350 DRW
Maximum GVWR: Reg. Cab	6,100 lb.	7,800 lb.	8,600 lb.	8,700 lb.	10,000 lb.
SuperCab/Crew Cab	6,250 lb. SC	—	8,800 lb. SC	9,200 lb. CC	10,000 lb. CC
Axle, Front (max. rating)	3,400 lb.	3,900 lb.	4,000 lb.	4,000 lb. (13)	4,000 lb. (13)
Axle, Rear (max. rating)	3,750 lb.	5,300 lb. (20)	6,250 lb. FF ⁽¹¹⁾	6,250 lb. FF ⁽¹¹⁾	7,400 lb. FF
Brakes, Power	Std.	Std.	Std.	Std.	Std.
Clutch (Hyd. Actuation) Dia./Area	10 in./95.7 sq. in. ⁽⁴⁶⁾	10 in./95.7 sq. in. ⁽⁴⁶⁾	11 in./123.7 sq. in.	11 in./123.7 sq. in.	11 in./123.7 sq. in.
Electrical: Battery (amp-hr.)	Std. 36(2)(17) Opt. 63(2) 81 aux. with 63(2)	Std. 36(2)(17) Opt. 63(2) 81 aux. with 63(2)	Std. 36(2)(3)(23) Opt. 63(2) 81 aux. with 63(2)	Std. 45 RC, 36 CC ⁽²⁾⁽³⁾⁽²³⁾ Opt. 63(2) 81 aux. with 63(2)	Std. 45(2)(3)(23) Opt. 63(2) 81 aux. with 63(2)
Alternator (amp.)	Std. 40 Opt. 60	Std. 40 Opt. 60	Std. 40(4) Opt. 60	Std. 40(4) Opt. 60	Std. 40(4) Opt. 60
Engine: Displ.	Std. 4.9L I-6 Opt. 5.0L V-8 2V ⁽¹⁸⁾ 5.0L V-8 EFI ⁽¹⁾ 5.8L V-8 2V ⁽¹⁸⁾⁽¹⁹⁾ 5.8L V-8 HO 4V ⁽⁶⁾	Std. 4.9L I-6 Opt. 5.0L V-8 2V ⁽¹⁸⁾ 5.0L V-8 EFI ⁽¹⁾ 5.8L V-8 2V ⁽¹⁸⁾ 5.8L V-8 HO 4V ⁽⁶⁾	Std. 4.9L I-6(6) Opt. 5.0L V-8 2V ⁽⁶⁾⁽²¹⁾ 5.8L V-8 HO 4V ⁽⁶⁾⁽²¹⁾ 7.5L V-8 6.9L diesel	Std. 4.9L CC ⁽⁶⁾ Opt. 5.8L V-8 2V Std. RC ⁽⁶⁾⁽²¹⁾ 5.8L V-8 HO 4V ⁽⁶⁾⁽²¹⁾ 7.5L V-8 6.9L diesel	Std. 5.8L V-8 2V ⁽⁶⁾⁽²¹⁾ Opt. 5.8L V-8 HO 4V ⁽⁶⁾⁽²¹⁾ 7.5L V-8 6.9 diesel
Fuel Tank Capacity: Refill Short wb. Long wb.	Std. 16.5 gal. (62L) Std. 19 gal. (72L)	Std. — Std. 19 gal. (72L)	Std. — Std. 19 gal. (72L)(7)	Std. 19 gal. (72L) RC ⁽⁵⁾ Std. 38 gal. (144L) CC ⁽⁸⁾	Std. 19 gal. (72L) RC ⁽⁷⁾ Std. 38 gal. (144L) CC ⁽⁸⁾
Dual Tank ⁽⁴⁵⁾ Short wb. Long wb.	Opt. 35.5 gal. (134L) Std. 38 gal. (144L)	Opt. — Std. 38 gal. (144L)	Opt. — Std. 38 gal. (144L)(8)	Opt. — Std. 38 gal. (144L) RC ⁽⁸⁾	Opt. — Std. 38 gal. (144L) RC ⁽⁸⁾
Shock Absorbers	Std. Front & Rear Opt. HD	Std. Front & Rear Opt. HD	Std. Front & Rear ⁽⁹⁾ Opt. HD	Std. Front & Rear ⁽⁹⁾ Opt. HD	Std. Front & Rear ⁽⁹⁾ Opt. HD
Springs: Front Rear Leaf ⁽¹⁰⁾	Coil Single Stage ⁽²⁴⁾	Coil 2-Stage	Coil 2-Stage	Coil 2-Stage	Coil 2-Stage
Steering	Power	Power	Power	Power	Power
Transmission	Std. 3-spd. manual Opt. 4-spd. overdrive manual ⁽¹⁴⁾ 4-spd. manual SelectShift auto. Auto. Overdrive	Std. 4-spd. manual Opt. SelectShift auto. Auto. Overdrive	Std. 4-spd. manual ⁽²²⁾ Opt. SelectShift auto.	Std. 4-spd. manual ⁽²²⁾ Opt. SelectShift auto.	Std. 4-spd. manual ⁽²²⁾ Opt. SelectShift auto.
Wheels: Type/Rim Size	Std. (5) 5-hole — 5.5 K Opt. SC 6 JK	Std. (4) 8-hole — 6 K	Std. (4) 8-hole — 6 K	Std. (4) 8-hole — 6 K	Std. (6) 8-hole — 6 K
Tires: Tubeless	Std. P195/75R-15SL Opt. SC-P235/75R-15XL Tubeless tires in sizes to match payload package requirements. Use adequate tires for type of service. Consult your Ford Dealer.	Std. LT215/85R-16C	Std. LT235/85R-16E	Std. LT235/85R-16E	Std. LT215/85R-16D DRW

EFI = Electronic Fuel Injection. HO = High Output. FF = Full Floating. HD = Heavy Duty. DRW = Dual Rear Wheels. RC = Regular Cab. SC = SuperCab. CC = Crew Cab.
(1) Available November, 1984. (2) Maintenance-free. (3) Dual 83 amp-hr. batteries included with 6.9L diesel. (4) 60 amp. alternator included with 6.9 diesel. (5) Requires auxiliary fuel tank with 6.9L diesel. (6) N.A. in Calif. (7) 20 gal. (76L) with 6.9L diesel. (8) 39 gal. (148L) with 6.9L diesel. (9) HD included with 6.9L diesel and 7.5 gas V-8. (10) For usage and selection of HD rear and auxiliary springs, see your Ford Dealer. (11) 6,300 lb. included with 7.5L V-8 and 6.9L diesel with 3.54 or 4.10 axle ratio. (12) Includes front and rear stabilizer bars with 7,300 and 7,800 lb. GVWRs. (13) 4,200 lb. CC. (14) Standard on SuperCab. (15) Stylesides only. (16) 11 in./123.7 sq. in. with 5.0L V-8 EFI. (17) 54 amp-hr. with 5.0L V-8 EFI and 5.8L V-8 engines. (18) Will be cancelled in November when 5.0L V-8 EFI is introduced. (19) Available Calif. only. (20) 4,050 lb. rear axle with 6,300 lb. GVWR with 4.9L I-6, SelectShift auto. and 3.55 axle ratio. (21) 5.8L V-8 with SelectShift automatic transmission will be cancelled in early December, 1984, when 5.8L V-8 HO 4V is introduced. (22) Availability with 5.8L V-8 2V to be determined. See your Ford dealer. N.A. with 5.8L V-8 HO 4V. (23) 54 amp-hr. with 5.8L V-8 HO 4V engine. (24) 2-stage with SuperCab.

FORD F-SERIES PICKUP TRIM CONTENT

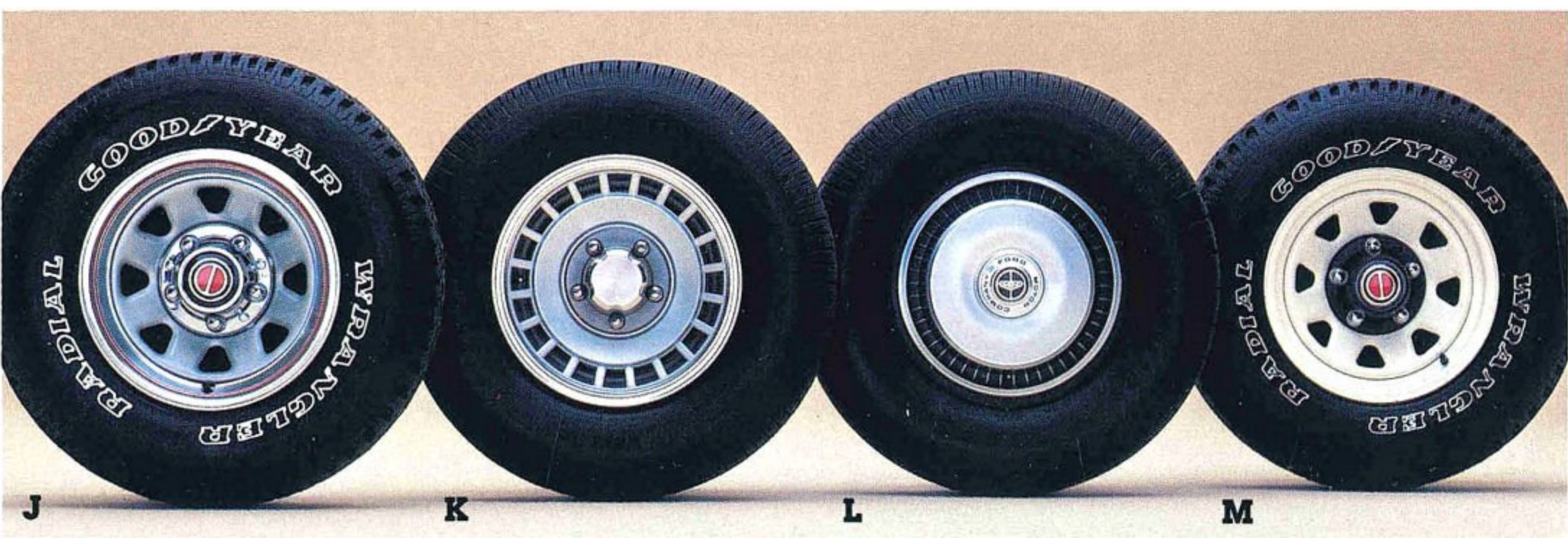
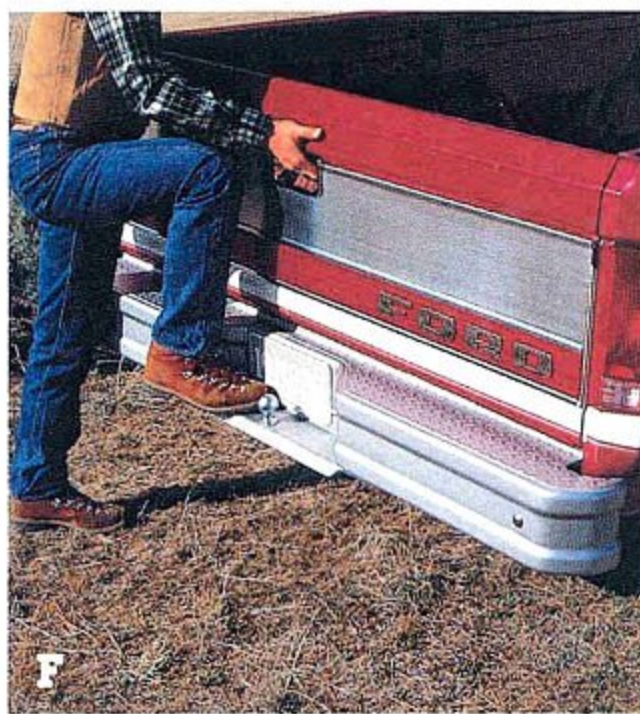
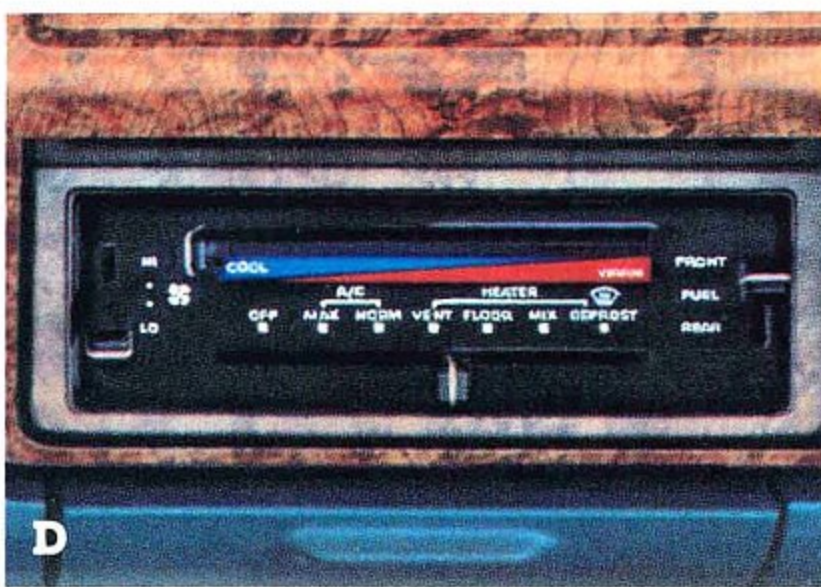
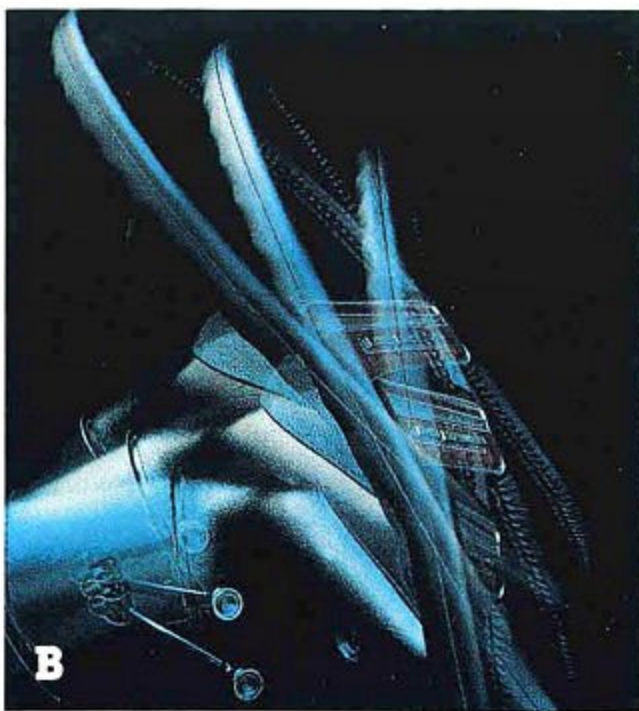
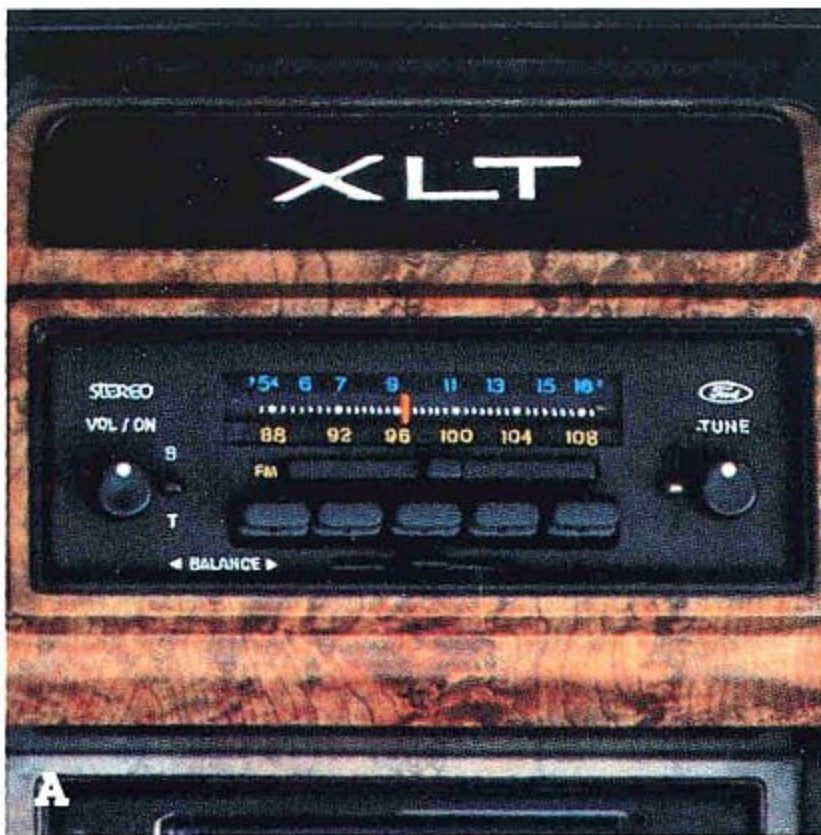
INTERIOR	STANDARD	XL	XLT Lariat ⁽¹⁾
AM Radio (10)	Std.	Std.	Std.
Coat Hook	Std.	Std.	Std.
Cigarette Lighter	—	Std.	Std.
Courtesy Light Switch	LH	LH & RH	LH & RH
Day/Night Mirror	Std. (9 5/8")	Std. (12")	Std. (12")
Dome Light Bezel	Black	Bright	Bright
Door Trim Panel	(7)	with Bright Surround Molding (7)	with Bright Surround Molding, cloth insert, carpeted lower area and map pocket (7)
Floor Covering (insulated)	Black Rubber Mat	Color-Keyed Mat (2)	Color-Keyed Carpeting
Hood Release	Inside	Inside	Inside
Instrument Panel	Argent Appliques (3)	Woodtone Appliques	Woodtone Appliques
Seat Back (Folding)	(4)	Fully Covered (4)	Fully Covered
Seat Belts	Std. (5)	Deluxe (7)	Deluxe (7)
Seat Trim	All Vinyl (7)	Cloth & Vinyl (7) (9)	Cloth (7)
Scuff Plates	Black (Alum. SuperCab & Crew Cab-8)	Aluminum	Aluminum
Steering Wheel	Black	Black	Soft-wrapped with Woodtone Insert
Sun Visors	Vinyl (7)	Vinyl (7)	Cloth with LH band and RH mirror (7)
Headlining (cloth)	(SuperCab and Crew Cab) (6) (7) (8)	Std. (7)	Std. (7)
Moldings/Trim Panels Above Belt Line	(SuperCab and Crew Cab) (7) (8) (also below belt line with SuperCab)	Std. (7)	Std. (7)

(1) N.A. Crew Cab. (2) Color-keyed carpet with Crew Cab. (3) Woodtone with diesel. (4) Fixed front and folding rear on Crew Cab. (5) Color-keyed on Crew Cab. Black on others. (6) Textured steel on Regular Cab painted main exterior color. (7) Color-keyed. (8) Included on Regular Cab with Headliner and Insulation Package. (9) Center facing jump seats or optional rear bench seat include color-keyed vinyl seat trim. (10) May be deleted for credit.

4-WHEEL DRIVE PICKUP				
EQUIPMENT	F-150	F-250	F-250HD	F-350
Maximum GVWR: Reg. Cab SuperCab Crew Cab	6,250 lb. 6,450 lb. —	6,600 lb. — —	8,600 lb. 8,600 lb. —	9,000 lb. — 9,300 lb.
Axle, Front (max. rating)	3,550 lb.	3,850 lb.	3,850 lb. ⁽⁸⁾	4,600 lb.
Axle, Rear (max. rating)	3,750 lb.	5,300 lb.	6,250 lb. FF ⁽⁷⁾	6,250 lb. FF ⁽⁷⁾
Brakes, Power	Std.	Std.	Std.	Std.
Clutch (hyd. actuation) Dia./area	10 in./95.7 sq. in. ⁽¹²⁾	11 in./123.7 sq. in.	11 in./123.7 sq. in.	11 in./123.7 sq. in.
Electrical: Battery (amp-hr.)	Std. 36(5)(13) Opt. 63(5) 81 aux. with 63(5)	Std. 36(5)(13) Opt. 63(5) 81 aux. with 63(5)	Std. 45(1)(5)(14) Opt. 63(5) 81 aux. with 63(5)	Std. 45(1)(5)(14) Opt. 63(5) 81 aux. with 63(5)
Alternator (amp.)	Std. 40 Opt. 60	Std. 40 Opt. 60	Std. 40 Opt. 60	Std. 40 Opt. 60
Engine: Displ.	Std. 4.9L I-6 Opt. 5.0L V-8 EFI ⁽⁹⁾ 5.8L V-8 2V ⁽⁹⁾ 5.8L V-8 HO 4V ⁽³⁾	Std. 4.9L I-6 Opt. 5.0L V-8 EFI ⁽⁹⁾ 5.8L V-8 2V ⁽⁹⁾ 5.8L V-8 HO 4V ⁽³⁾	Std. 5.8L V-8 2V ⁽³⁾⁽¹⁵⁾ Opt. 5.8L V-8 HO 4V ⁽³⁾⁽¹⁵⁾ 5.8L V-8 HO 4V ⁽³⁾⁽¹⁵⁾ 7.5L V-8 6.9L Diesel ⁽¹¹⁾	Std. 5.8L V-8 2V ⁽³⁾⁽¹⁵⁾ Opt. 5.8L V-8 HO 4V ⁽³⁾⁽¹⁵⁾ 7.5L V-8 6.9L Diesel ⁽¹¹⁾
Fuel Tank: Capacity (Refill) Short wb. Long wb.	Std. 16.5 gal. (62L) RC Std. 19 gal. (72L)	Std. — Std. 19 gal. (72L)	Std. — Std. 19 gal. (72L)(4)	Std. — Std. 19 gal. (72L) RC ⁽⁴⁾ 38 gal. (144L) CC ⁽⁴⁾
Dual Tank Short wb. Long wb.	Opt. 35.5 gal. (134L) RC Opt. 38 gal. (144L)	Opt. — Opt. 38 gal. (144L)	Opt. — Opt. 38 gal. (144L)(4)	Opt. — Opt. 38 gal. (144L) RC ⁽⁴⁾
Hubs (free running)	Std. Manual Locking Opt. Auto. Locking ⁽¹⁰⁾	Std. Manual Locking Opt. Auto. Locking ⁽¹⁰⁾	Std. Manual Locking Opt. Auto. Locking ⁽¹⁰⁾	Std. Manual Locking Opt. Auto. Locking ⁽¹⁰⁾
Shock Absorbers	Std. Front & Rear Opt. HD	Std. Front & Rear Opt. HD	Std. Front & Rear Opt. HD	Std. Front & Rear Opt. HD
Springs: Front	Coil	Coil	Coil	Coil
Springs: Rear	Leaf, two stage variable rate	Leaf, two stage variable rate	Leaf, two stage variable rate	Leaf, two stage variable rate
Springs: Optional	Heavy Duty Springs and Auxiliaries for many models — see your Ford Dealer	Heavy Duty Springs and Auxiliaries for many models — see your Ford Dealer	Heavy Duty Springs and Auxiliaries for many models — see your Ford Dealer	Heavy Duty Springs and Auxiliaries for many models — see your Ford Dealer
Steering	Power	Power	Power	Power
Transfer Case	2-spd.	2-spd.	2-spd.	2-spd.
Transmission ⁽⁶⁾	Std. 4-spd. Manual Opt. 4-spd. Manual Overdrive SelectShift Auto.	Std. 4-spd. Manual Opt. 4-spd. Manual Overdrive SelectShift Auto.	Std. 4-spd. Manual Opt. 4-spd. Manual Overdrive SelectShift Auto.	Std. 4-spd. Manual Opt. 4-spd. Manual Overdrive SelectShift Auto.
Wheels: No./Type/Rim Size	Std. 5/5-hole/6JK	Std. 4/8-hole/6K	Std. 4/8-hole/6K	Std. 4/8-hole/6K
Tires: Tubeless	Std. P235/75R-15XL Opt. LT215/85R-16C	Std. LT215/85R-16C Opt. LT235/85R-16E	Std. LT235/85R-16E Opt. LT215/85R-16D	Std. LT235/85R-16E Opt. LT215/85R-16D

SC = SuperCab. CC = Crew Cab. HD = Heavy Duty. HO = High Output. FF = Full Floating. RC = Regular Cab.

(1) Dual 83 amp-hr. included with 6.9L diesel. (2) 60 amp. included with 6.9L diesel. (3) N.A. in California. (4) One gallon (4L) more with diesel. (5) Maintenance free. (6) T19 4-spd. with 7.5L V-8 and 6.9L diesel. T18 4-spd. on others. (7) 6,300-lb. axle included with 7.5L V-8 or 6.9L diesel. (8) 4,600 with SuperCab. (9) 5.0L EFI available November 1984 and will replace 5.8L 2V applications. (10) F-150 only. (11) Requires optional rear bumper or spare wheel and auxiliary fuel tank. Includes skid plates for fuel tank(s) and transfer case. (12) 11 in./123.7 sq. in. with 5.0L V-8 EFI. (13) 54 amp-hr. with 5.0L V-8 EFI and 5.8L V-8 engines. (14) 54 amp-hr. with 5.8L V-8 HO 4V engine. (15) 5.8L V-8 2V with SelectShift automatic transmission will be cancelled in early December, 1984, when 5.8L V-8 HO 4V is introduced. (16) Availability with 5.8L V-8 2V to be determined. See your Ford dealer. N.A. with 5.8L V-8 HO 4V.



FORD F-SERIES OPTIONS

Appearance

- ☐ Chrome grille
- ☐ Bodyside protection molding, black vinyl with bright insert (for SRW Stylesides)
- ☐ Wheelip moldings, bright (for SRW Stylesides)

Entertainment Systems

- ☐ AM/FM stereo*
- ☐ AM/FM stereo* with cassette tape player
- ☐ Electronic AM/FM stereo,* search with cassette tape player
- ☐ Radio credit option (deletes standard AM radio for credit)

*Speakers mounted in door panels

Comfort/Convenience

- ☐ Air conditioning
- ☐ High output heater (Std. with 6.9L diesel)
- ☐ Convenience Group includes: interval wipers, 12-in. day/night mirror with Standard trim, RH visor vanity mirror and carpeted map pocket on lower door (with standard, XL), headlights-on warning buzzer, and courtesy light switch on RH door with Standard trim
- ☐ Headliner and Insulation Package: Regular Cab includes color-keyed cloth headliner, back panel cover and moldings (door upper, "B" pillar and rear window), plus aluminum door scuff plates and black floor mat with full insulation. Crew Cab includes color-keyed back panel cover
- ☐ Electronic digital clock (with date/time/elapsed time display)
- ☐ Speed control (with resume feature)
- ☐ Light Group includes: movable underhood worklight with 20-ft. retractable cord plus lights in glove box, under instrument panel, dual beam dome/map light, cargo box light, headlights-on warning buzzer, and courtesy light switch on RH door with Standard trim
- ☐ Power door locks/windows (N.A. with Crew Cab)
- ☐ Manual steering (F-150 Regular Cab)
- ☐ Sliding rear window (tinted)
- ☐ Tilt steering wheel
- ☐ Tinted glass (complete)
- ☐ Spare tire carrier, in-box side-mounted (Styleside)
- ☐ Center console (SuperCabs with Captain's Chairs)

Mirrors

- ☐ Western mirrors, bright low-mount swing-away 8 in. x 5 in. (RH convex glass)
- ☐ Recreational mirrors, bright swing-out 9 1/2 in. x 6 3/4 in.

Seats (SuperCabs)

- ☐ Captain's Chairs (reclining) require forward facing rear bench seat
- ☐ Forward facing rear bench seat (folds down to form flat floor)

Seat Trim

- ☐ Cloth and vinyl (for Standard trim)
- ☐ Knitted vinyl

Illustrated Options

(A) Electronic AM/FM stereo radio
(B) Tilt steering wheel (C) Bright low-mount western mirrors (D) Air conditioning (E) Automatic locking hubs (F-150 4x4) (F) Argent step bumper (shown with owner added towing ball) (G) Electronic digital clock (H) Chrome grille (I) In-box spare tire carrier (J) Deluxe argent styled steel wheels (K) Sport wheel covers (L) Deluxe wheel covers (M) White styled steel wheels.

A word about Ford options

Some of the equipment shown or described throughout the catalog is available at extra cost.

Performance

- ☐ Auxiliary fuel tank (see dual tanks in specification chart on page 19)
- ☐ Auxiliary transmission oil cooler
- ☐ Handling Package includes: front and rear stabilizer bars, HD front and rear shock absorbers (quad front on F-150 Regular Cab 4x4) and HD front springs
- ☐ Heavy-duty shock absorbers, front and rear
- ☐ Heavy-Duty Front Suspension Package* (133-in. wb. F-150 4x4) includes: heavy-duty 3,800 lb. rated front axle and springs, 3.54 axle ratio and heavy-duty front and rear shock absorbers
- ☐ Heavy-Duty Front Suspension Packages* for F-250/350 4x4s (see your Ford Dealer for package contents)
- ☐ Gauges: oil pressure and ammeter
- ☐ 4-speed manual transmission
- ☐ 4-speed manual transmission with overdrive
- ☐ Automatic Overdrive transmission
- ☐ SelectShift automatic transmission
- ☐ Stabilizer bars, front and rear
- ☐ Engine block heater: single 600 watt with 4.9L I-6 and 5.0L (302) V-8, dual with larger gas V-8s
- ☐ Engine oil cooler for 7.5L (460) V-8
- ☐ Extra Engine Cooling Package
- ☐ Super Engine Cooling Package
- ☐ Trailer Towing/Camper Package (see pages 16 and 17)

*Limited Production Option.

Protection

- ☐ HD air cleaner (extra capacity)
- ☐ Dual electric horns
- ☐ Roof clearance lights (5)
- ☐ Exterior Protection Group includes: front bumper guards and front bumper rub strip
- ☐ Security Lock Group includes locking: gas cap(s), inside hood release and glove box. Also spare tire lock (with under-frame and in-box carrier)
- ☐ Sports Instrumentation includes: tachometer, ammeter, oil pressure gauge and trip odometer
- ☐ Skid plates (4x4s) include: transfer and fuel tank protective plates (Styleside)

Rear Bumpers

- ☐ Argent step with 5000-lb. trailer towing capacity (for Stylesides)
- ☐ Chrome step with 2000-lb. trailer towing capacity (for SRW Stylesides)
- ☐ Chrome channel (for Flaresides)

Wheels and Wheel Covers

- ☐ Deluxe wheel covers (4), N.A. with 4x4s or DRW
- ☐ White styled wheels† (4) with steel spare
- ☐ Sport wheel covers† (4)
- ☐ Deluxe argent styled steel wheels† (4) with steel spare

† F-150 only

SRW = Single rear wheel

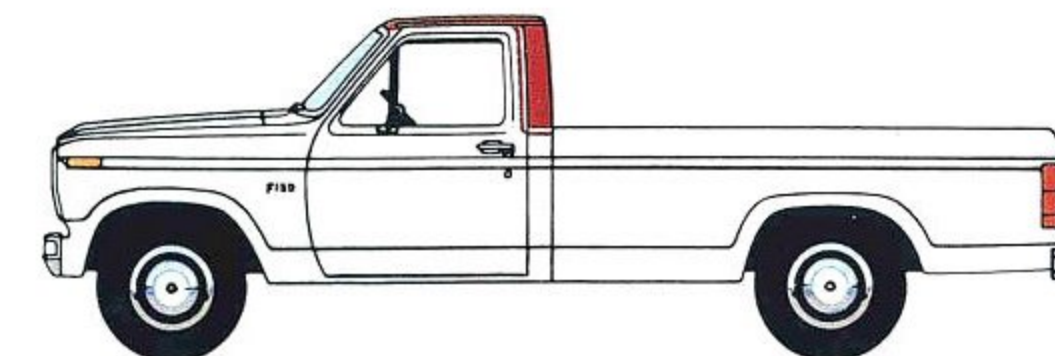
DRW = Dual rear wheels

ATTRACTIVE NEW FORD EXPLORER PACKAGES FOR 1985

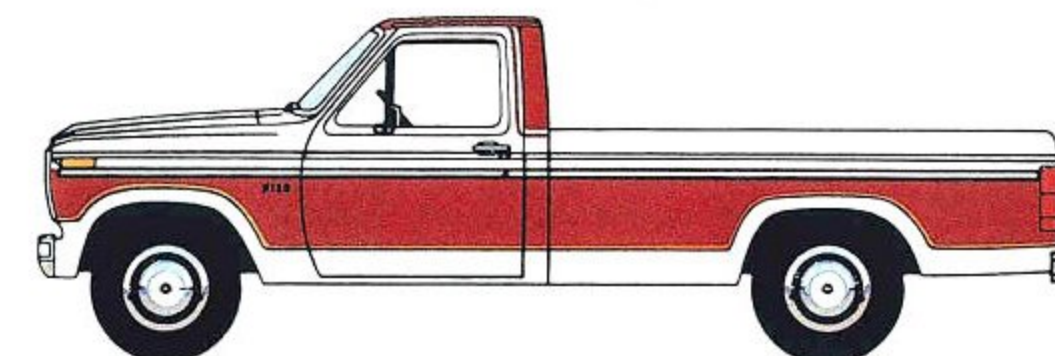
Known for their distinctive appearance and added value, Ford Explorer Package choices are now better than ever. Choose Explorer Packages A, B, C or D (Package "B" shown). They're available on F-150, F-250 and F-350 Series — 4x2 or 4x4. See your Ford Dealer for complete details.

TWO-TONE PAINT SCHEMES

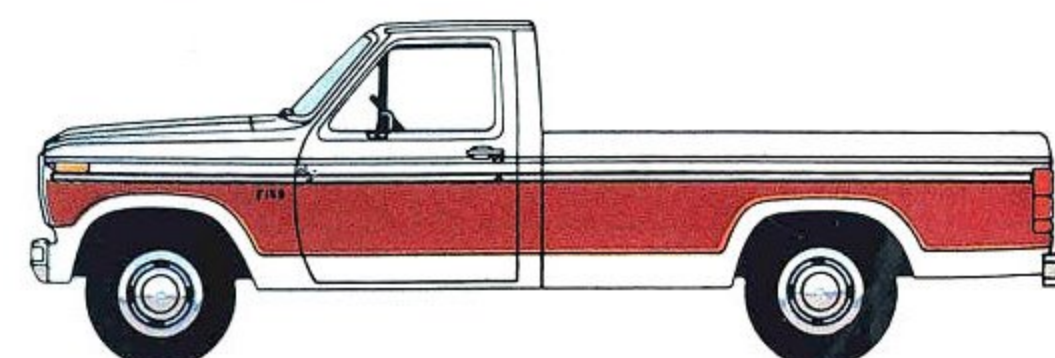
- ☐ Body Color
- ☒ Accent Color



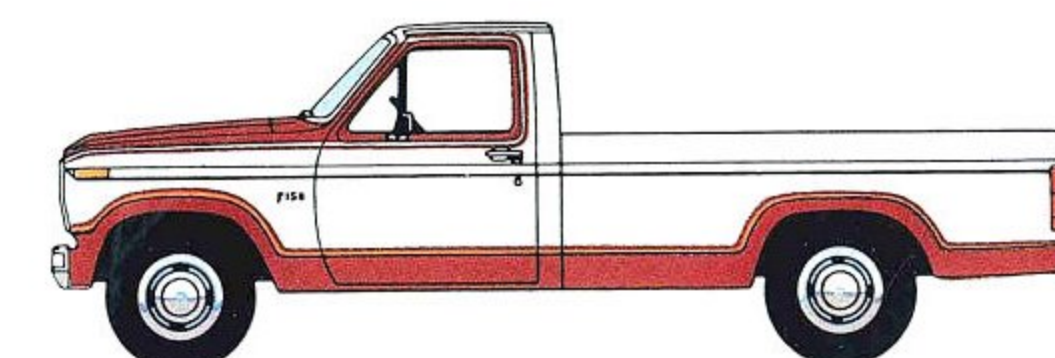
Regular Two-Tone. The accent color covers the roof and upper cab back panel.



Combination Two-Tone. The Regular and Deluxe Two-Tones are combined as shown.



Deluxe Two-Tone. The accent color covers the center bodyside area and tailgate. Moldings or tape are included or deleted as needed.



Victoria Two-Tone. The accent color is applied to the hood, upper fender, around window and the lower bodyside. Tape is included and moldings are deleted as required.

EXTERIOR PAINT COLORS



Printed colors are at best only representative of the true paints. Your Ford Dealer can show you actual samples of paint colors and also interior trim materials.

Interior colors keyed to exterior colors:

- Charcoal
- Regatta Blue
- Canyon Red
- Tan



F-150 XLT Styleside Explorer Package B. Some equipment shown may be optional.



FORD PICKUPS

