

1962 FORD TRUCKS

F-250 PICKUPS • STAKE • CHASSIS-CAB • CHASSIS-COWL



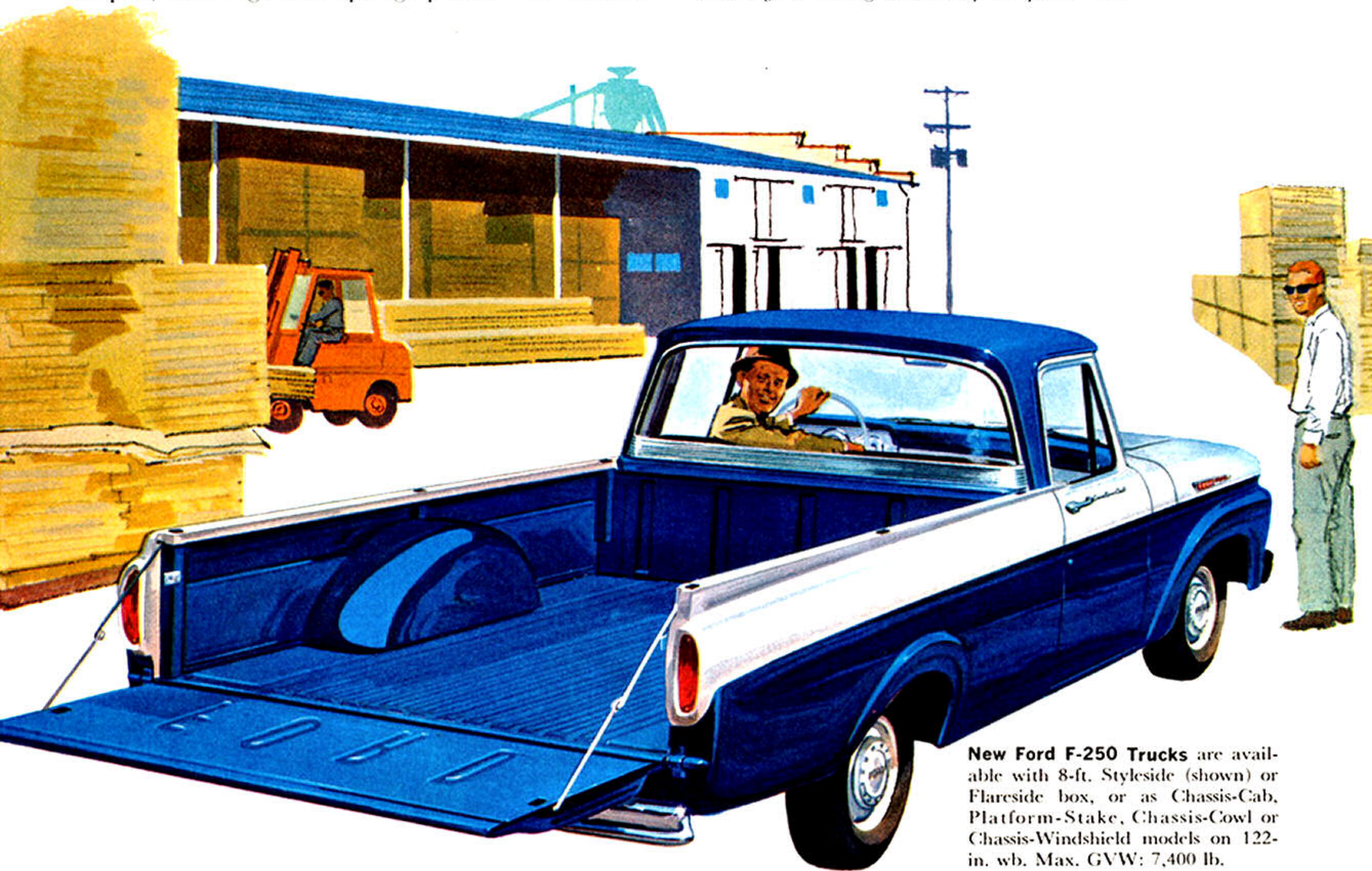
Full-time economy that only starts with Ford's low price!

Modern Ford F-250 Conventional Pickups

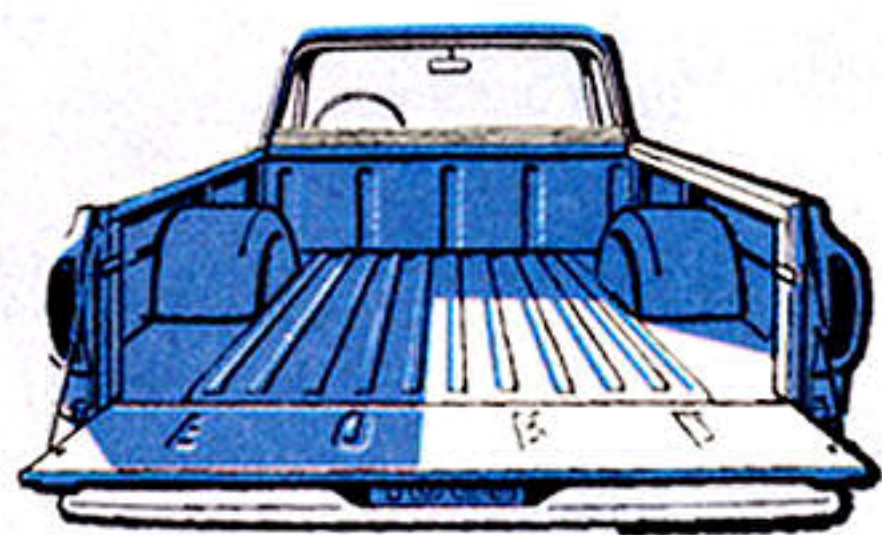
Here are the payload pace-setters of light-duty hauling . . . designed to handle your job easily, quickly and economically. Initial costs are low in the Ford tradition. Your savings continue with exceptional gas, oil, maintenance and repair economy. Tire replacement expense is less, too, with Ford's true truck front suspension. And Ford's long wheelbase plus wide-span front and semi-elliptic, two-stage rear springs provide the needed

stability for a comfortable ride, light or loaded!

In addition to price and operational savings, Ford's heavy-duty construction gives greater freedom from nuisance problems. Ford pickups are built to stay on the job . . . out of the shop. So for a rugged truck that's made to tackle any pickup job, see your Ford Dealer. And when you do, ask him about the many heavy-duty options that can mean extra job-fitting economy in your work.

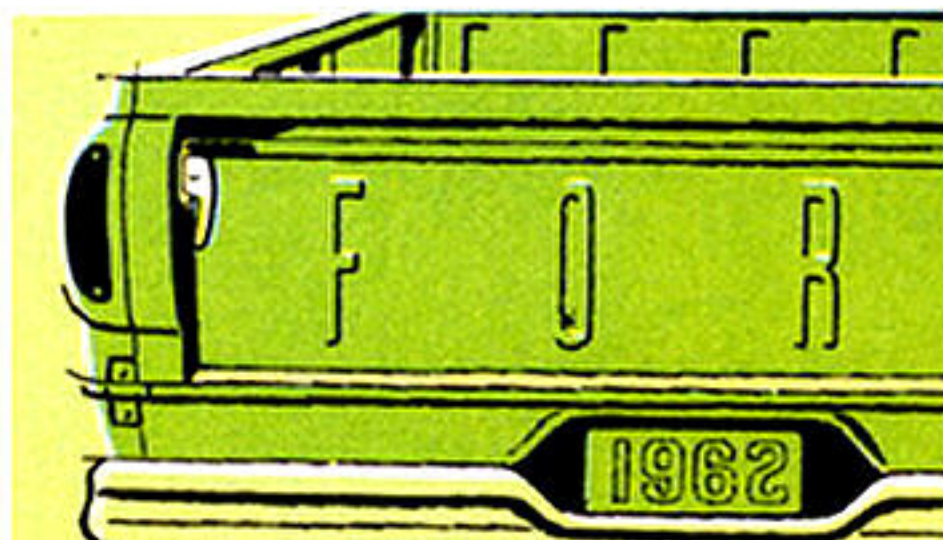


New Ford F-250 Trucks are available with 8-ft. Styleside (shown) or Flareside box, or as Chassis-Cab, Platform-Stake, Chassis-Cowl or Chassis-Windshield models on 122-in. wb. Max. GVW: 7,400 lb.



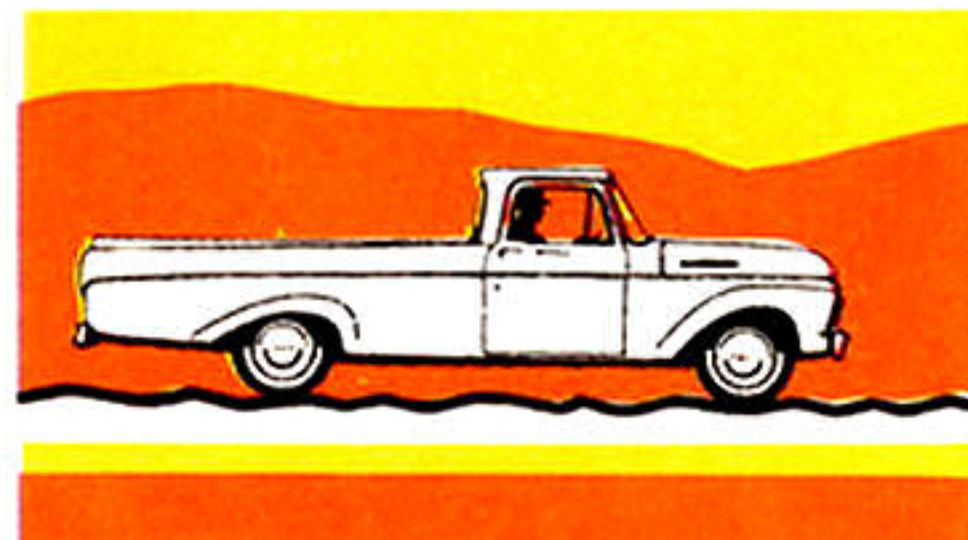
LOADS OF LOADSPACE

Ford Styleside body has one-piece cab and box construction for increased rigidity, greater capacity. Big 8-ft. box has almost 80 cubic feet of loadspace with 4 feet of clear space between wheelhousings. Metal floors have integral skid strips which make it easier to move cargo.



INSTANT-ACTION TAILGATE

The sturdy tailgate for Styleside boxes is 64.5 inches wide for easier loading. Concealed, rattleproof hinged support arms hold tailgate in open position, level with the floor. Instant-Action latches have positive lock with snap-shut action for more convenient one-hand operation.



COMFORTABLE RIDE

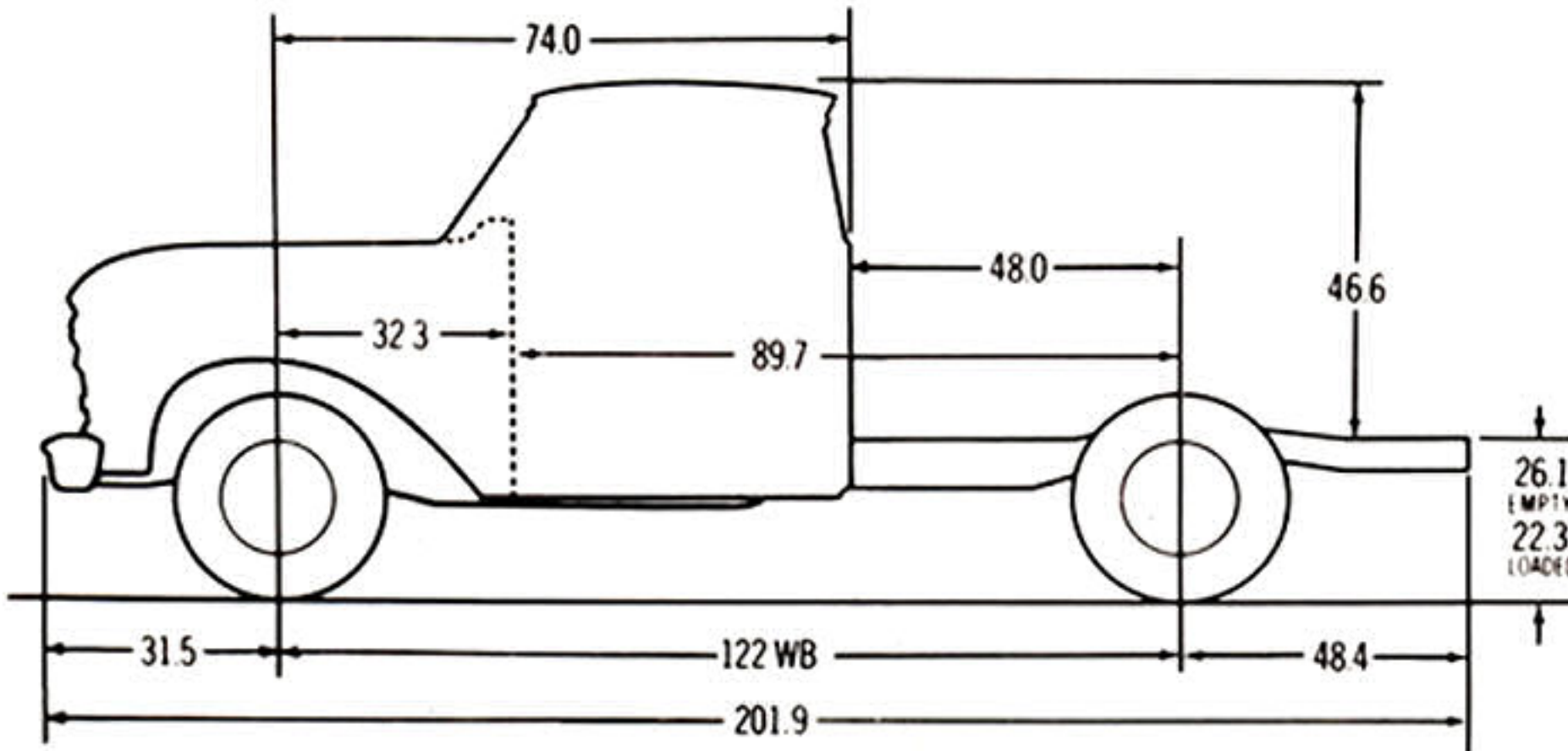
Ford's wide-span front springs feature tapered leaves and low deflection rate for soft action. Long, two-stage rear springs are strong but resilient to give a smooth ride—light or loaded. Double-action front and rear shock absorbers provide comfortable, level-ride control.

PICKUP BODY DIMENSIONS

Flareside Pickup—This 8-ft. body has rolled edge flareboards which permit bulky loads to be piled high and wide. Running boards between cab and rear fenders facilitate certain operations, such as newspaper delivery. Seasoned wood floor is protected by steel skid strips for long service. Strips are level with lowered tailgate to facilitate sliding heavy items in or out of box.

	STYLESIDE	FLARESIDE
Nominal length.....	8 ft.	8 ft.
Inside length—in. (max. at floor).....	98.2	96.0
Inside width—in. (max. at floor).....	76.6	54.0
Inside width—in. (between wheelhousings).....	49.0	48.4
Width of tailgate opening—in.	64.5	54.0
Height—in. (floor to top of sides).....	19.6	22.1
Cubic capacity—cu. ft.....	79.7*	65.4*

*Allowance made for wheelhousings



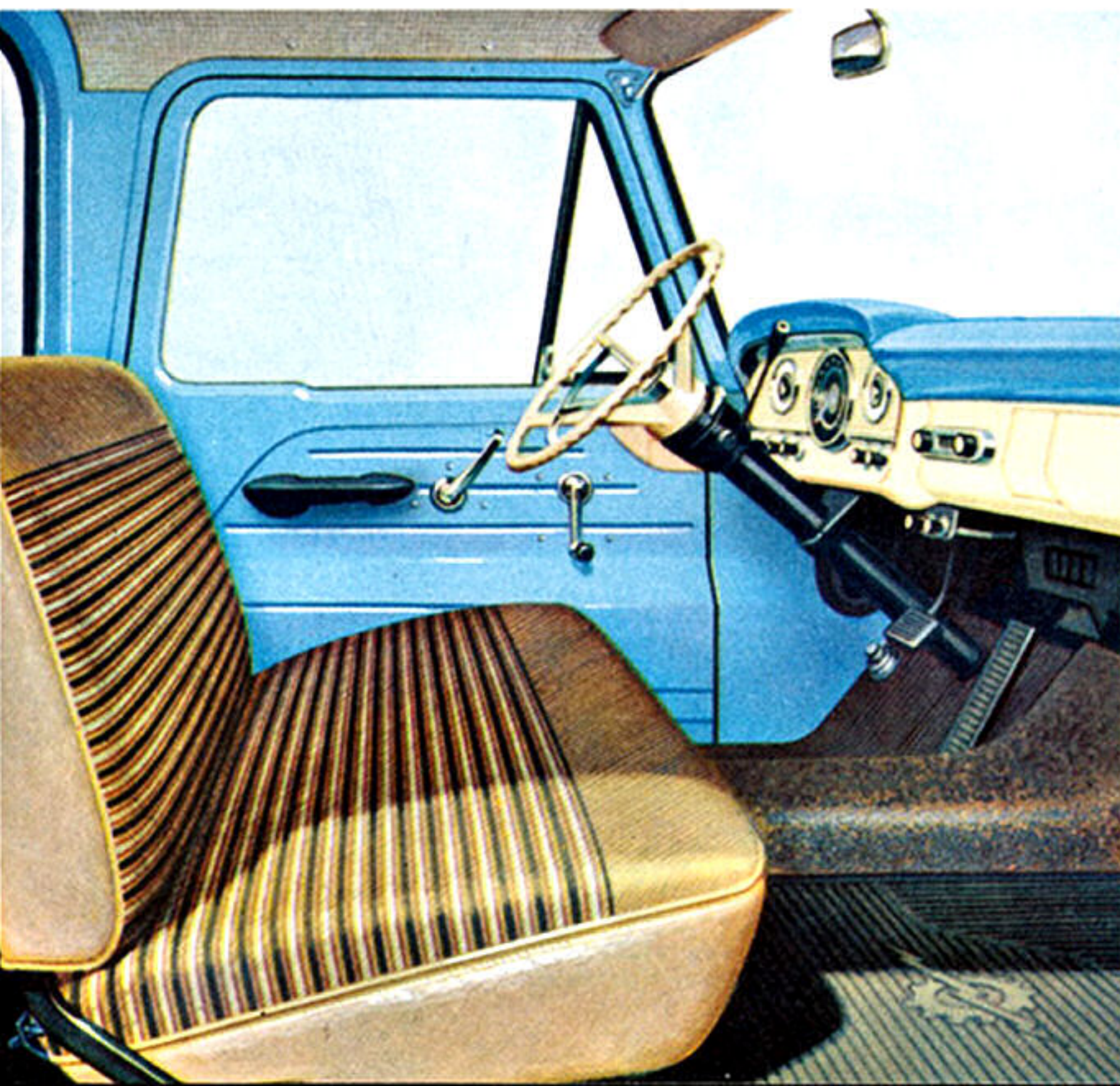
ALL DIMENSIONS WITH 6.50-16 6 PR TIRES

Chassis-Cab, Chassis-Cowl—Ford's F-250 chassis models are especially suited for custom-built bodies from 7 to 8 feet long. The Chassis-Cab models are available for special-purpose bodies available from any number of independent body builders. Chassis-Cowl and Chassis-Windshield units may be easily converted to single-unit bodies of the walk-in type.

Ford Driverized Cab Comfort and Extra Value

Every comfort and convenience a driver could want are provided in Ford's *Driverized* Cab! A big, sweeping, one-piece curved windshield, deep side windows, and a large rear window give excellent vision for safe, efficient driving. The seat takes three *big* men comfortably. Doors swing wide for easy entrance and exit.

Controls and instruments are conveniently located for the driver. Wrap-around rear window for greater visibility to side and rear is optional. These and other features shown below save the driver's time . . . make his work easier. Never before has a truck cab given the driver so great an incentive to do his best work!



STANDARD CAB FEATURES

- Brown basketweave vinyl upholstery with brown morocco-grained vinyl bolster and seat facings
- Lifeguard steering wheel
- Safety Double-Grip door latches
- Dome light
- Left sun visor
- Ash receptacle
- Dispatch box
- Electric windshield wipers
- Theft-retardant ignition switch
- Rearview mirror
- All-weather ventilation
- Insulation on cowl wall in cab
- Sound deadener on underside of floor and inside of cab back panel
- Concentric steering column

CUSTOM CAB FEATURES

(In addition to or in place of standard features)

- Twill stripe woven plastic upholstery with brown woven-in bolster and morocco-grained vinyl facings
- Chrome-trimmed instrument cluster
- White steering wheel with attractive chrome horn ring
- Foam rubber seat padding, 5 inches in cushion and 1 3/4 inches in back
- Illuminated cigar-cigarette lighter
- Arm rest on left door
- Sun visor on right side
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- "Custom Cab" emblem on doors
- Matched locks on both doors
- Two-tone paint treatment on dash and door interior panels
- Perforated headlining
- 1/2-in. sound absorbing insulation above headlining
- Sound deadener material between floor pan and mat
- Coat hook

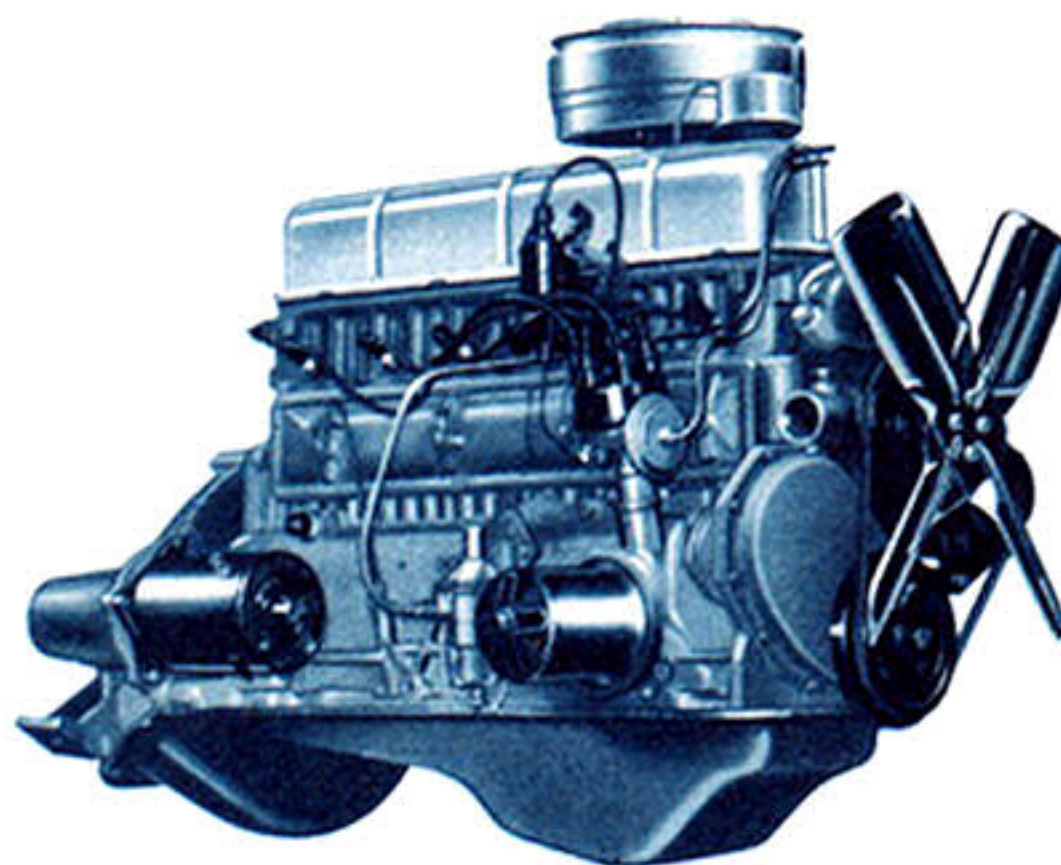
ECONOMICAL SHORT STROKE POWER

The Ford F-250 Series lets you choose the engine best suited to your performance and economy needs—a gas-saving 135-hp Six or the popular 160-hp V-8. Both have a replaceable element oil filter and oil-bath air cleaner standard. Ford's modern Six engine has 223 cu. in. displacement and features strong, deep-block construction, free-turn valves, aluminum alloy pistons with integral steel struts and short-stroke design. The net result is high sustained efficiency with excellent durability and outstanding economy.

The Ford 160-hp 292 V-8 is a powerful V-8 that still gives "six-like" economy . . . and on regular gasoline. Its short-stroke design means shorter piston travel for less friction and longer life. This rugged V-8 features two-barrel carburetor, deep-block construction, five-bearing crankshaft, high-lift camshaft, large intake and exhaust manifold passages and "high turbulence" combustion chambers for high horsepower and torque with maximum dependability.

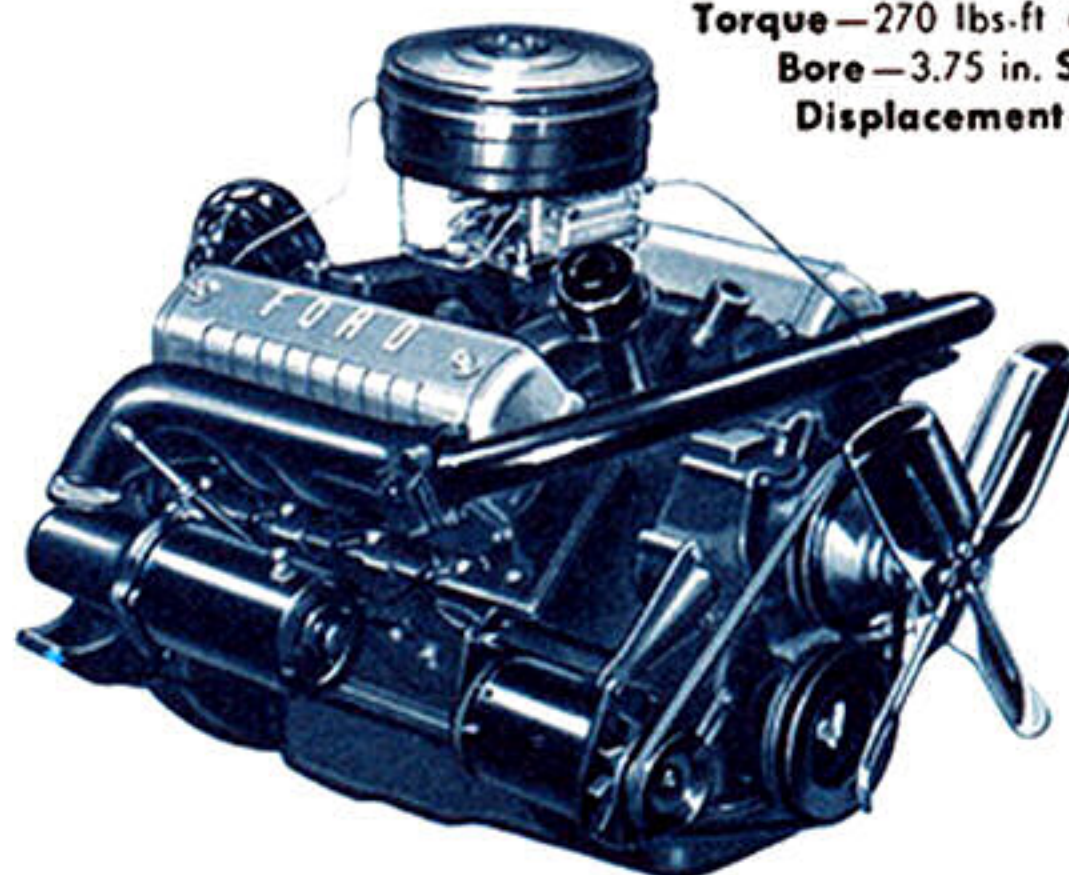
12,000-MILE WARRANTY (OR 12 MONTHS)

On all 1962 Ford Trucks each part (except tires and tubes) is warranted by your dealer against defects in material or workmanship for 12 months or 12,000 miles, whichever comes first. The warranty does not apply, of course, to normal maintenance service or to the replacement in normal maintenance of parts such as filters, spark plugs and ignition points.



135-hp 223 SIX

Brake Horsepower—135 @ 4000 rpm
Torque—200 lbs.-ft. @ 1800-2400 rpm
Bore—3.62 in. Stroke—3.60 in.
Displacement—223 cu. in.



160-hp 292 V-8

Brake Horsepower—160 @ 4000 rpm
Torque—270 lbs.-ft. @ 1800-2000 rpm
Bore—3.75 in. Stroke—3.30 in.
Displacement—292 cu. in.

CHASSIS SPECIFICATIONS

	STANDARD EQUIPMENT	OPTIONAL EQUIPMENT*
Axle, Front: Capacity (lb.)	2600	—
Axle, Rear: Capacity (lb.)—Ratios (to 1)	5000—4.88 (Six), 4.56 (V-8)	—
Ratios for locking-type	—	4.88 (Six or V-8), 4.56 (V-8)
Battery (12 volt):	54 plates—40 amp-hr.	66 plates—55 or 70 amp-hr
Brakes, Service: Type	Hydraulic	—
Size (in.) Front—Rear	12 $\frac{1}{2}$ x 2—12 $\frac{1}{2}$ x 2	—
Brakes, Parking: Type	Cable actuation of rear brakes	—
Clutch: Diameter (in.)—Area (sq. in.)	10—85.5 (Six), 10.5—96.2 (V-8)	HD 11"—123.7
Cooling System: Capacity (qt.)	18 (Six), 21 (V-8)	HD radiator
Fan—No. of blades—dia. (in.)	4—18	—
Engine:	223 Six	292 V-8
Frame: Section Modulus	3.34	—
Generator:	30 amp.—450 watt	40 amp.—600 watt (low cut-in)
Shock Absorbers: Front and rear	Double-acting	—
Springs, Front: Capacity @ pad (lb. each)	1100	1200
Springs, Rear (Two-Stage): Capacity @ pad (lb. each)	1450	1950, 2400
Auxiliary (w/opt. main springs only)	—	900
Steering: Type	Recirculating ball	—
Transmission: Type	3-speed Synchro-Silent	3-speed MD 4-speed, HD Cruise-O-Matic
Wheels & Tires: No. and type of wheels	5—8-hole disc	—
Standard Tires: No.—size (rim)	4—6.50-16 6PR (6L)	Tubeless and tube-type tires in sizes to match requirements

Standard Colors: Rangoon Red, Goldenrod Yellow, Raven Black, Sandshell Beige, Holly Green, Caribbean Turquoise, Academy Blue, Baffin Blue, and Corinthian White. A smart two-tone effect is available by combining any standard color with Corinthian White (Styleside Pickups only).

*See your Ford Dealer for additional options

The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in North America and in certain neighboring areas.

FORD TRUCKS COST LESS . . . Save now . . . Save from now on!