

1964 FORD TRUCKS

F-350

PICKUPS · STAKE · PLATFORM · CHASSIS-CAB
CHASSIS-COWL · CHASSIS-WINDSHIELD

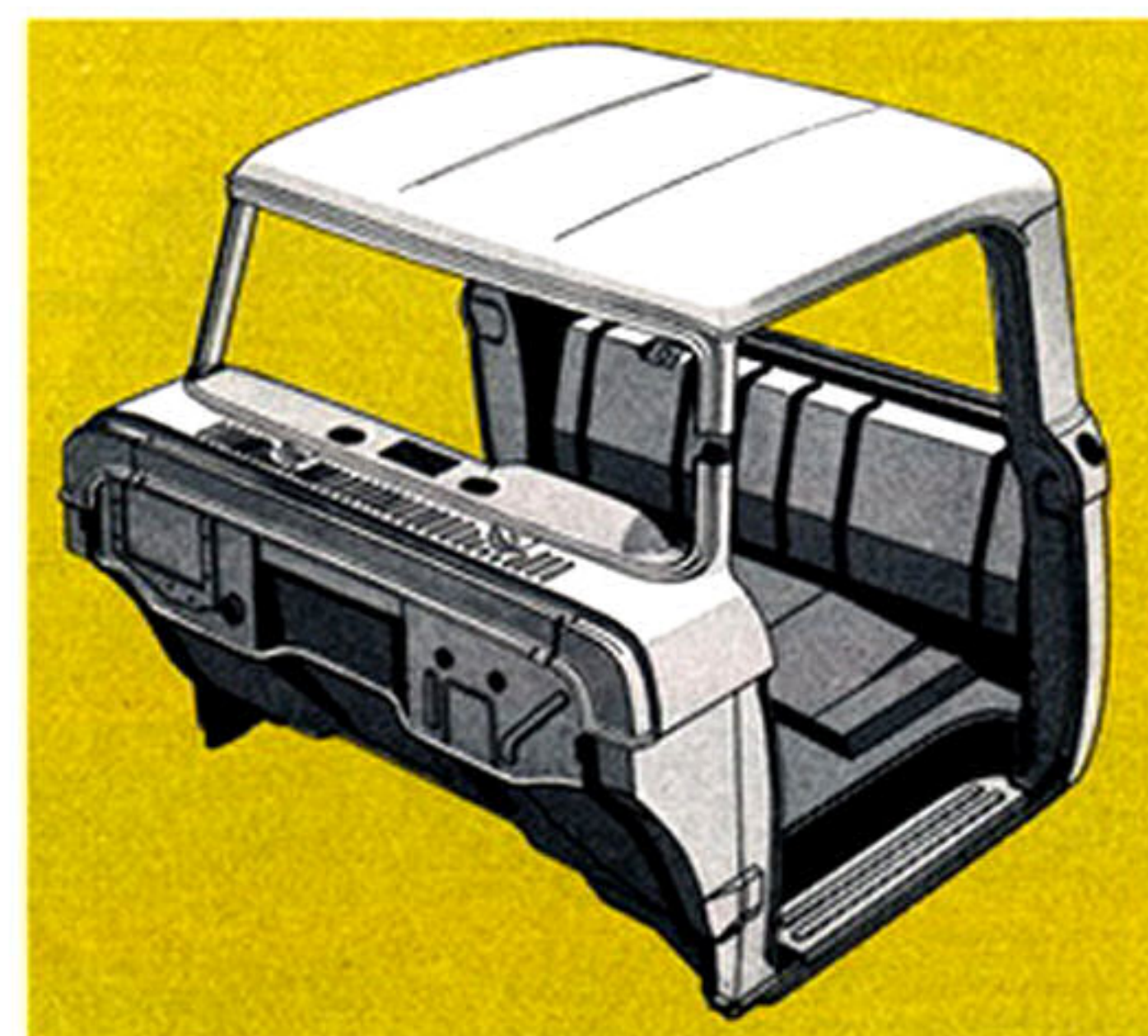


1964 F-350 FORDS...BIG TRUCK HAULING UP TO 2½ TONS!

Ford F-350 Series trucks are designed for loads in the 1- to 2½-ton range . . . loads that don't quite require a medium-duty truck but are too heavy for the ½- or ¾-tonners.

F-350 GVW's range from 8,000 lb. for the single rear wheel pickups to 10,000 lb. for dual rear wheel models. Dual rear wheel F-350's cost approximately \$150 to \$300 less than the lowest-priced medium-duty trucks, yet have the same basic design and quality. In short, F-350's give you lots of capacity at modest cost.

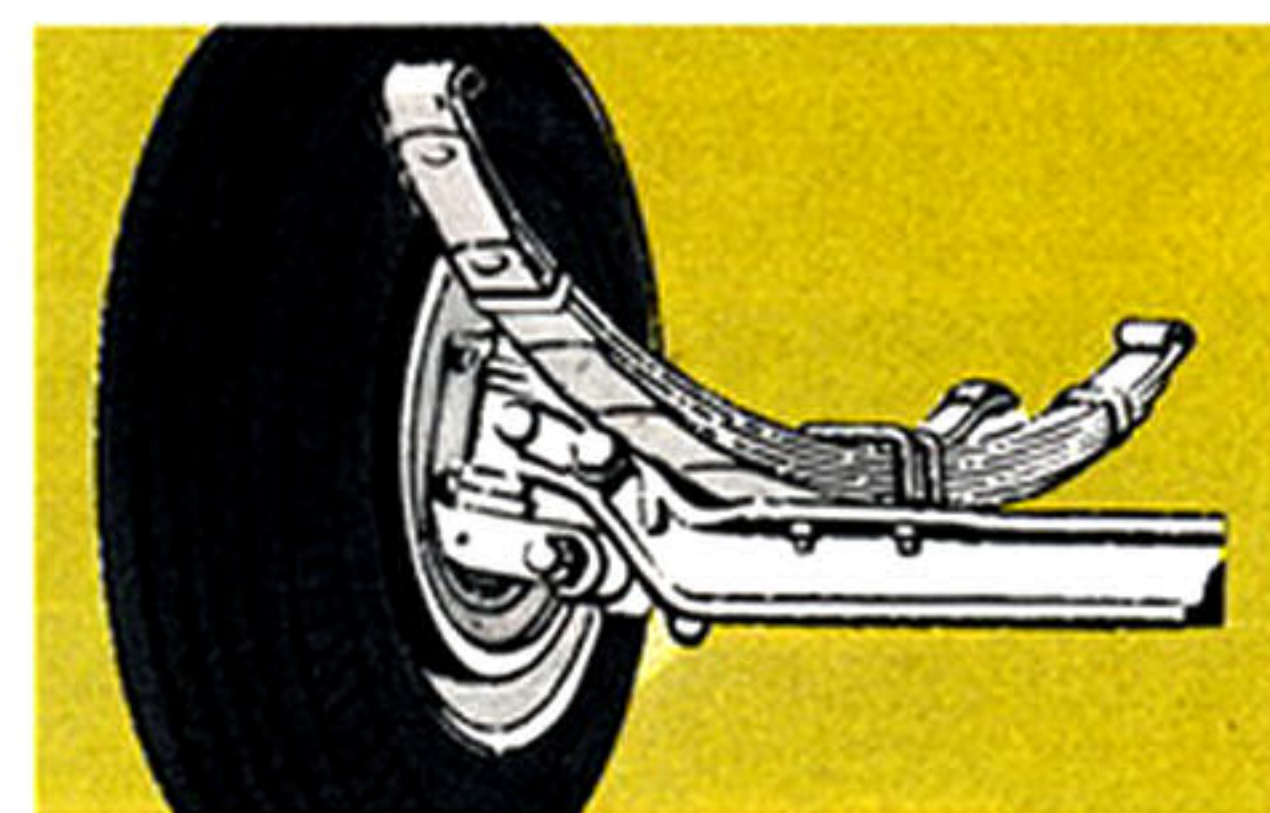
BIG TRUCK CONSTRUCTION!



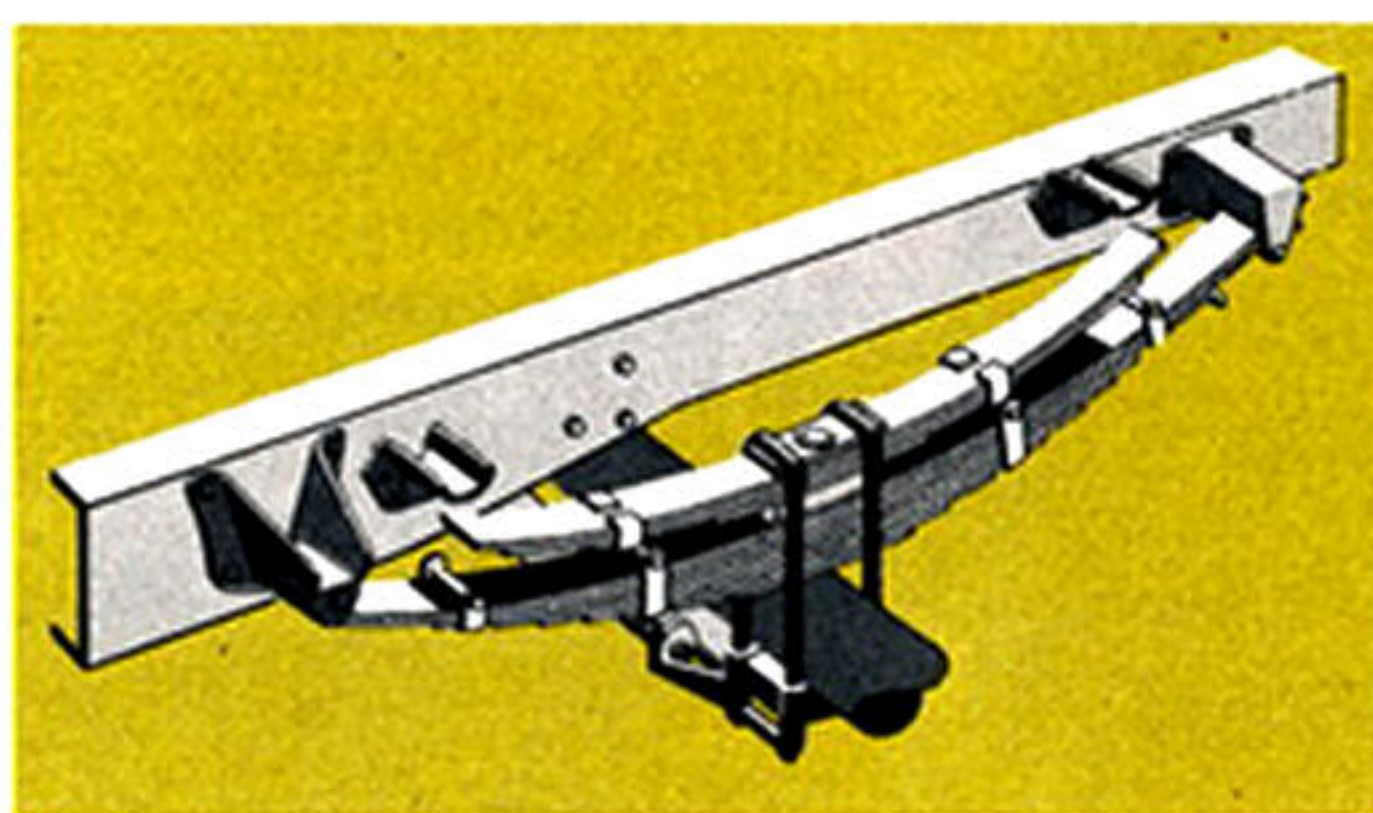
Ford cabs are durably built to stay solid and tight on the roughest operations, year after year, and to give drivers maximum safety, comfort and driving convenience. Here are typical examples of the extra-value high-quality features that are built into this cab:

- An all-welded, one-piece cowl reinforces, stiffens and strengthens the entire front of cab to minimize rattles and cut corrosion and water leakage in cowl vent area
- Box-type roof headers at front and sides stiffen and support entire cab roof
- Box-section corner posts are designed for strength with minimum interference to vision
- Weather-protected, galvanized inboard step provides safe and convenient entry and exit
- Zinc-rich primer paint sprayed on the underside of cowl assemblies and on the inside of inner and outer door panels gives protection against rust. Also sprayed under fenders

FROM THE GROUND UP...TOUGH IN EVERY WAY!



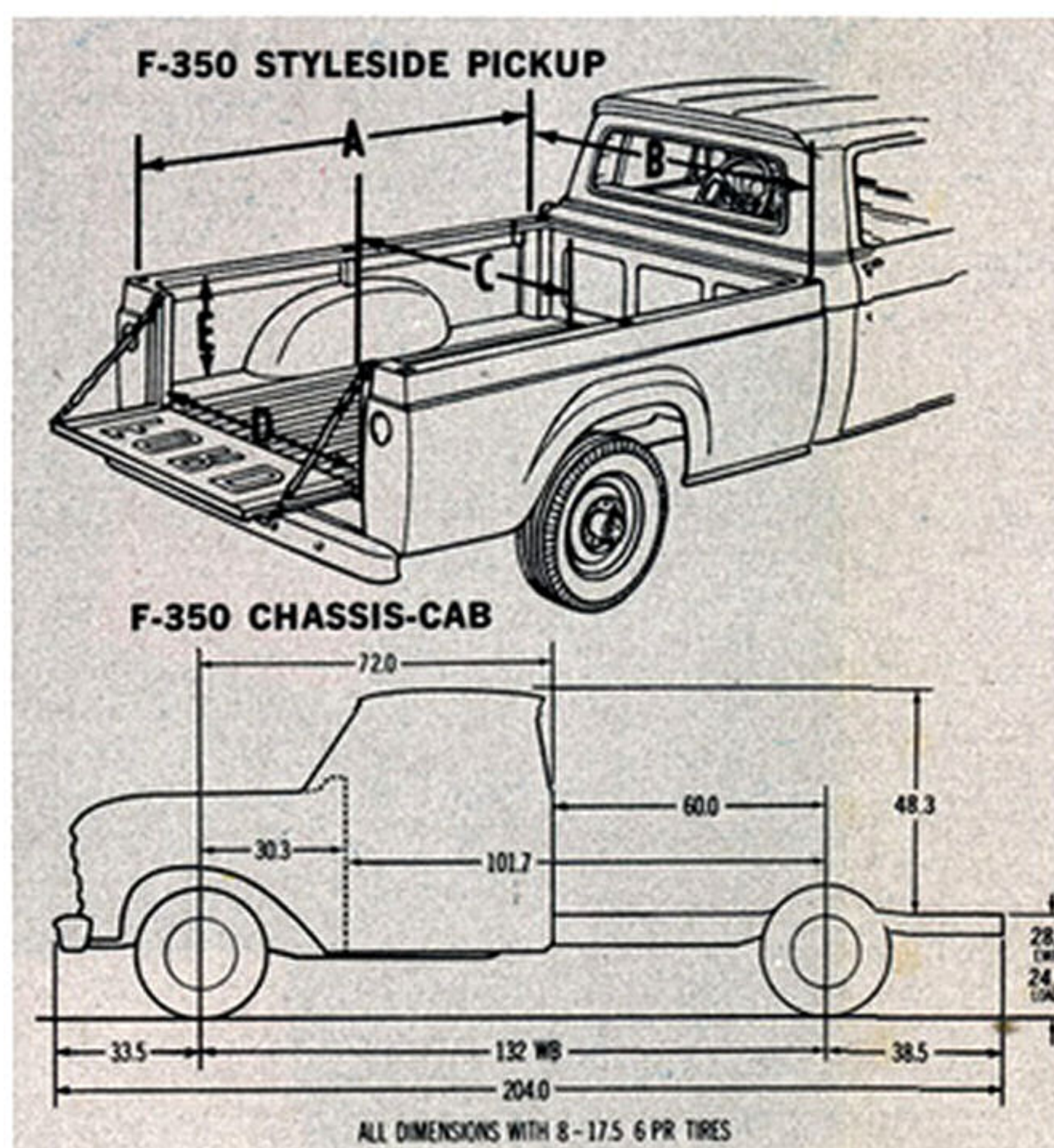
I-BEAM FRONT AXLE—Big truck-type, forged-steel, I-beam front axle combined with leaf-type springs provide the most simple and trouble-free front suspension known to automotive engineers. Front-end stability is maintained; tires last longer.



SLIPPER-TYPE SPRINGS front and rear, use low friction brackets to hold the free end of each spring. Slipper-type springs eliminate spring shackles to reduce lubrication points and cut maintenance costs. Auxiliary spring shown is optional.



LOW LOADING HEIGHT—Big truck hauling with low loading height is another convenience of Ford F-350's. Stake body illustrated has a loading height of only 41 inches when empty—36½ inches with rated load. Stake racks are constructed of straight-grained wood with steel channel stakes.



MAXIMUM PAYLOAD, BODY AND CHASSIS DIMENSIONS				
F-350 SERIES	Styleside	Flareside	Stake	Platform
Max. Recommended Payload (lb.)	3700	3700	5225	5500
Wheelbase (in.)	132	132	132	132
Nominal body length (ft.)	9	9	9	9
(A) Max. inside length (in.)	108.1	108.1	106.0	109.4 [†]
(B) Max. inside width (in.)	73.0	54.0	82.0	87.3 [†]
(C) Between wheelhousings (in.)	49.0	48.4	None	None
(D) Tailgate opening (in.)	51.6	54.0	82.0	None
(E) Height to top of sides (in.)	19.1	22.1	31.2	None
Cubic Capacity (cu. ft.)	80.2*	74.0*	156.9	None

*Allowance made for wheelhousings

[†]Overall length or width

A Wide Choice of Chassis and Body Options

F-350's are available as 9-ft. Styleside or Flareside pickups, platform-stake, chassis-cab, chassis-cowl or chassis-windshield models. *Styleside* body is as wide as the cab and provides a full 49 inches between wheelhousings. *Flareside* body has running boards between cab and rear fenders to make side loading easier. *Chassis* models are especially suited for custom-built bodies from 7½ to 9 feet long. *Chassis-cowl* and *chassis-windshield* models are easily adapted to single-unit bodies of the walk-in type.

BIG TRUCK POWER—SIX OR V-8!

	223 61X	282 V-8
Max. Gross HP	135 @ 4000 rpm	160 @ 4000 rpm
Max. Gross Torque	200 lbs.-ft. @ 1800-2400 rpm	270 lbs.-ft. @ 1800-2000 rpm
Displacement	223 cu. in.	292 cu. in.
Bore and Stroke	3.625" x 3.60"	3.75" x 3.30"
Compression Ratio	8.1 to 1	8.0 to 1

ENGINE DESIGN FEATURES

- Short-stroke design provides low piston speeds, top fuel economy, and long ring and bore life
- Free-turning valves, aluminum-alloy pistons, and full-pressure lubrication reduce maintenance and prolong engine life
- Wedge-type combustion chambers provide economical combustion and high power output using regular fuel
- Full-circle water jackets and freeway water passages provide better cylinder cooling, reduce cylinder bore wear, and prolong engine life
- High-lift camshaft and large intake and exhaust manifold passages result in better engine breathing and increased power
- 4,000 miles between oil changes means lower operating costs made possible by Ford's new, improved 2-stage Full-Flow oil filter

BIG TRUCK ROOMINESS AND COMFORT!

Built like the big trucks with a big comfort bonus, the F-350 cab has been redesigned for 1964 to bring you more comfort, convenience and style than ever before. A new 1-inch higher roof, extra-wide deep-cushioned seat, and a new seat back with a more erect seating angle ease your long hours behind the wheel. A new brighter dome light improves in-cab visibility, and 18 square feet of all-around glass area gives you control-tower command of the road. Cab doors open wide for easier entry and exit. Elegant, new interiors feature red, blue, green or beige vinyl seat trim color-keyed to the cab paint. Headlining extends all the way to the belt line for a completely finished appearance. The optional Custom Cab (illustrated) provides "extras" such as left-side arm rest, cigar lighter, right-hand sun visor, 5-in.-thick foam seat padding and many other interior and exterior features. For the ultimate in luxury a Ford air conditioner is available at extra cost.



CUSTOM CAB

CHASSIS SPECIFICATIONS F-350 MAX. GVW: 10,000 LB. (PICKUP MODELS: 8000 LB.)

	STANDARD EQUIPMENT	OPTIONAL EQUIPMENT*
Axle, Front: Capacity (lb.)	3800	—
Axle, Rear: Capacity (lb.)—Ratios (to 1)	7400—5.13 (Six), 4.88 (V-8)	7400—5.87 (Six), 5.13 (V-8)
Battery: (12 volt)	66 plates—55 amp-hr.	66 plates—70 amp-hr
Brakes, Service: Type	Hydraulic	Vacuum booster
Size (in.) front-rear	12 $\frac{1}{2}$ x 2—13 x 2 $\frac{1}{2}$	—
Brakes, Parking: Type	Drum and band on rear of transmission	—
Clutch: Diameter (in.)—Area (sq. in.)	HD 11"—123.7	—
Engine:	223 Six	292 V-8
Frame: Section Modulus	5.27	—
Generator:	30 amp.—450 watt	42, 52 or 60 amp. alternator
Shock Absorbers: Double-acting	Front	Rear
Springs, Front: Capacity @ pad (lb. each)	1150	1350
Springs, Rear: Capacity @ pad (lb. each)	2000	3200
Auxiliary (w/3200-lb. main only)	—	600
Steering: Type	Worm and roller	—
Transmission: Type	4-speed Synchro-Silent	HD 3-speed; HD Cruise-O-Matic
Wheels:	Single rear	Dual rears
Tires: Tubeless, No.—size	4—8-17.5 6-PR	Up to 8-17.5 8 PR Dual rears

Standard Colors: Rangoon Red, Bengal Tan, Raven Black, Navajo Beige, Holly Green, Caribbean Turquoise, Academy Blue, Skylight Blue, Wimbledon White, Pure White, and Chrome Yellow. A two-tone effect is available with all standard colors (except Pure White & Chrome Yellow) on all cab models with Wimbledon White on roof and around cab back panel above belt line.

*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.

24,000-MILE WARRANTY (OR 24 MONTHS)—Ford Motor Company warrants to its dealers, and its dealers, in turn, warrant to owners as follows: That for 24 months or for 24,000 miles, whichever comes first, free replacement, including related labor, will be made by dealers of any part with a defect in workmanship or materials. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services and routine replacement of parts such as filters, spark plugs, ignition points, wiper blades, brake and clutch linings, and for normal deterioration of soft trim and appearance items.

FORD TRUCKS FOR OUTSTANDING RELIABILITY AND DURABILITY!

PRODUCTS OF



MOTOR COMPANY