

FORD PICKUPS '74



'74 PICKUPS

WORK LIKE TRUCKS/RIDE LIKE CARS

For '74 Ford continues its better ideas tradition in pickups by retaining proven better ideas—better ideas like exclusive Twin-I-Beam front suspension and the long 140-inch wheelbase pickup—while making new, pace-setting advances.

Advances in power and performance with the big 460-cu. in. V-8 now optional in F-100's as well as F-250 and F-350. This 460 V-8 has a Solid State Ignition system that delivers optimum voltage for fast, sure starts. Electrical reliability is outstanding and there are no points or condenser to ever need adjustment or replacement.

Ford continues better ideas in quiet cab comfort and spaciousness. A simple seat-of-the-pants test will demonstrate the total comfort of a seven-inch-thick foam seat cushion. A full-foam seat that's standard in every pickup . . . Custom, Ranger and Ranger XLT. The Ranger and Ranger XLT also have progressively greater insulation and more luxurious appointments.

Whichever model you choose, a gleaming bright grille and front bumper are standard, and so is Twin-I-Beam independent front suspension, the exclusive feature that contributes so much to Ford's works-like-a-truck, rides-like-a-car design. Twin-I-Beam front suspension is complemented with long-leaf rear springs, and long wheelbases to further improve ride. Pickup wheelbases range from 117 inches (with 6¾-ft. box) and 133 inches (with 8-ft. box) all the way up to 140 inches with 8-ft. Styleside box on the F-350. The long 140-in. wheelbase Super Camper Spécial is available with big 12.00 x 16.5 "Super Single" rear tires for great stability, ride and convenience with large slide-in camper bodies (see pages 12 & 13).

Ford light-duty conventional trucks are offered in F-100, F-250 and F-350 Series. GVW ranges for these series are F-100—4600 lb. to 5500 lb., F-250—6200 lb. to 8100 lb., and F-350—6600 lb. to 10,000 lb. Ford F-100 and 250 Series are available in Styleside or Flareside pickups and chassis-cabs. F-350's are offered in Super Camper Special pickups, Styleside pickups and single- or dual-rear wheel stakes and chassis-cabs. The Ford engine lineup includes 240- and 300-cu. in. Sixes, and 302-, 360-, 390-(2V), 390-(4V) and 460-cu. in. V-8's. See the chart on page 14 for engine availability by series.

Four-wheel drive option is available on the F-100 and F-250. Ford's 4 x 4 option is a complete package with rugged front driving axle plus the special components and excellent ground clearance needed for rough off-road terrain. And four-wheel drive is available with a long list of options like power steering and SelectShift Cruise-O-Matic (includes 2-speed transfer case on F-100).

Full-time 4-wheel drive (available with Cruise-O-Matic) provides constant 4 x 4 traction, stability and driving ease.

F-100 Ranger XLT shown with optional whitewall tires, wheel covers and rear bumper. F-250 Custom shown with optional 4-wheel drive, sliding rear window, cab clearance lights, bodyside molding and bright western mirrors. F-350 Ranger XLT shown with optional sliding rear window, rear bumper and radio. F-250 Custom crew cab shown with optional low-mount swing-lock mirrors and radio.



F-250 Custom with 133-in. wb. and 4-wheel drive



F-350 Ranger XLT with 140-in. wb.



F-250 Custom with crew cab



F-100 Ranger XLT with 133-in. wb.



INSIDE

Inviting Ford cab interiors provide exceptional spaciousness, comfort and quiet. On most models, the gas tank is mounted outside the cab in a protected location between the frame rails. The result? The cab is quiet and you gain important room and versatility. There is a big, convenient storage area behind the folding seat back for tool boxes, fishing gear or suitcase. A good place to store things out of sight within the lockable cab. The big, roomy Ford cab also provides room for five inches of fore-or-aft seat travel to accommodate tall, short—all drivers.

The wide seat holds three adults with plenty of hip and shoulder room. And seven inches of soft, resilient foam in the seat cushion plus a full-foam seat back provide solid seating comfort.

The deep-foam seat is covered with attractive, long-wearing upholstery. Doors are finished with handsome molded panels with integral armrests. And Ford interiors are carefully color-coordinated with exterior paint colors. This roomy Ford cab is extra quiet, too, because of special insulation designed to reduce noise.

Custom trim level is standard, and features deluxe fresh air heater/defroster • energy-absorbing sun visors and instrument panel padding • instrument cluster with green backlighting • keyless locking doors • color-keyed molded door panels with integral armrests and paddle-type door handles • seat belts • windshield washers • two-speed windshield wipers • dome light with door courtesy light switches • ash tray • large glove compartment with push-button latch • sponge-grain headlining • black rubber floor mat • door scuff plates • black, red, blue or green vinyl seat trim.

Pickups have 10-inch day/night rearview mirror, LH and RH bright-metal exterior mirrors • taillights with integral stop, turn, backup lights and reflector • hub caps (except 4 x 4 option) one-hand tailgate handle (Stylesides).

Ranger interiors include (in addition to or in place of Custom features) color-keyed pleated cloth seat upholstery with metallic vinyl bolsters • instrument panel molding with black accent • color-keyed door panels with bright moldings • additional insulation • perforated headlining (insulated) with bright molding • color-keyed vinyl-coated floor mat with heel pads • cigarette lighter. Exteriors feature bright windshield, rear window and roof drip moldings • bright rocker panel and wheel lip moldings • bright hub caps (except 4 x 4 option and dual-rear-wheel units).

Styleside pickups also include bright tailgate moldings (top and bottom) and bright taillight bezels.

Ranger XLT interiors offer (in addition to or in place of Ranger items) deluxe color-keyed, long-wearing cloth with vinyl trim seat upholstery • color-keyed pleated vinyl upper door panels with simulated woodgrain accented moldings and map pocket lower panels • color-keyed wall-to-wall nylon carpeting • black steering wheel with simulated woodgrain insert • bright instrument panel molding with simulated woodgrain insert • bright seat-pivot covers • additional insulation and double-wrapped muffler • convenience group (cargo, engine, glove compartment and ash tray lights, glove compartment lock and inside 12-in. day/night mirror) • color-keyed vinyl headlining (with special insulation) and sun visors. Styleside pickup includes bright bodyside moldings with vinyl insert • upper tailgate applique panel and molding • aluminum tailgate applique panel.

Ranger XLT interior shown with optional air conditioner. SelectShift Cruise-O-Matic transmission and radio. Custom interior shown with optional SelectShift Cruise-O-Matic, radio and convenience group.



The Custom



The Ranger



The Ranger XLT

COMFORT & CONVENIENCE

Slip behind the wheel and look about this roomy interior. Observe all of the carlike features. Touch them. Work them. See how carefully everything is designed and positioned for your driving convenience. All controls are fully lighted, easy to see and use. The steering wheel has clear-vision design and allows a good grip for easy steering control. The attractive instrument panel has color-keyed, energy-absorbing padding across its full width.

A modern, efficient blend-air type heater is standard. This heater offers precise temperature control and excellent heat output mixed with fresh air as desired. Optional air conditioning is integrally designed and concealed behind the instrument panel. The compact air conditioner does not even reduce the size of the extra large glove compartment. You'll enjoy a smart looking interior with plenty of stretch-out spaciousness. It's the biggest and roomiest ever offered by Ford.

This is a big cab, as the dimensional at right illustrates, with space to permit a high seat position for ample legroom . . . while still leaving plenty of headroom. The Ford cab also has 66 inches of shoulder and hip room. Room for three husky men to sit in uncrowded comfort.

Ford's low brake-pedal height is a real convenience in stop-start traffic and in all-day driving. F-100 pickups with power brakes have this low brake pedal for easy application of brakes. Heel-toe operation from the accelerator to the low, suspended brake is possible. Power disc front brakes are standard in all 4 x 2 pickups with GVW's over 5,100 pounds, and optional on other 4 x 2's. Disc brakes are standard at the front wheels of all 4 x 2 models. Disc brakes recover from repeated hard use with less fade than drum brakes and are less susceptible to pulling under wet conditions.

All around visibility is excellent. Large windshield, side and rear windows provide a total of over 21 sq. ft. of glass area for a panoramic view. The large rear window has a forward slope to reduce reflections in the rearview mirror. For campers or special bodies, a big sliding rear tinted window is optional for communication between cab and camper.

Carlike door trim is handsome and practical. Color-keyed molded door trim panels have integral armrests and convenient paddle-type door handles designed right in. Optional AM/FM stereo radio includes a speaker concealed within each door.

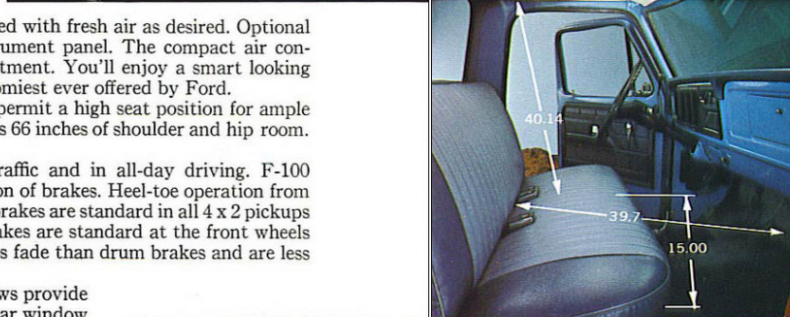
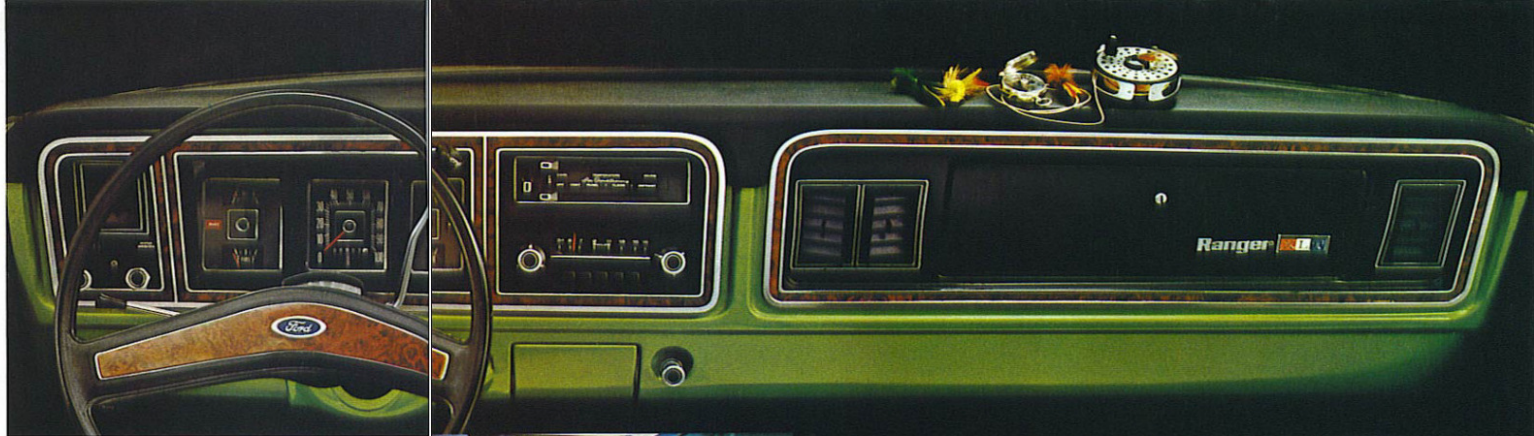
Deep foam seating comfort! The standard Ford full-width seat in all pickups—Custom, Ranger and Ranger XLT—has a seven-inch-foam cushion and five-inch-foam back for exceptional comfort. This is possibly more foam cushion than you have in your couch at home. The seat is designed to ride soft and dampen out annoying bounce. And the big cab allows the seat back to angle in the proper recline for a comfortable "all day" driving position. The Ford seat adjusts five inches fore and aft to please short, tall and all drivers.

Ford Ranger and Ranger XLT seats are upholstered with rich-looking cloth fabrics that are strong, long-wearing, cool and comfortable. The Custom seat is upholstered in attractive, durable vinyl. Knitted vinyl seat trim that "breathes" for cool comfort and heavy-duty black vinyl seats are optional in all series.

Additional in-cab storage area. Behind the seat you'll find a large, convenient storage area. The handy area is the result of having the gas tank moved outside (on most models) leaving this additional in-cab space. A storage area that's 5½-ft. wide, and can hold a variety of things like your tool boxes, suitcase or golf bags—nicely out of sight within the lockable cab. The seat back unlatches (on both sides) and tilts forward for easy access to this big storage area.

Outside, Ford's **one-hand tailgate latch** makes opening and closing the sturdy double-walled tailgate quick and easy. Strong hinged steel straps hold the tailgate in a level position when opened. Support straps can be easily disconnected to drop the tailgate all the way down.

Ranger XLT instrument panel shown with optional air conditioner, SelectShift Cruise-O-Matic and push-button radio.





RUGGEDNESS & RIDE

Famous Twin-I-Beam independent front suspension remains an exclusive Ford feature for both ruggedness and ride. Each front wheel has its own forged I-beam axle with big coil spring to step over bumps independently to cushion the ride. Twin-I-Beam suspension also contributes to good cornering. Maintenance requirements are less because this simple, sturdy suspension has caster and camber angles built in structurally and maintained by forged-steel I-beams. You get a smooth ride and superb handling—plus the strength and durability of two forged I-beam axles.

It's a major reason why a Ford pickup can work like a truck, ride like a car. Complementing the suspension system, Ford's long wheelbase provides for an even smoother pickup ride. The wheelbase for Ford's most popular Styleside body is 133 inches long. A long wheelbase acts to space out the bumps and give the suspension system a better opportunity to absorb and dampen shocks . . . smooth out the ride.

The F-350 Super Camper Special and F-350 Styleside pickups both feature an 8-ft. box on 140-in. wheelbase. Their long wheelbase with regular 8-ft. box length puts a greater portion of the cargo box ahead of the rear axle, shortens the rear overhang and provides excellent load weight distribution with heavy camper bodies.

The F-100 gives you almost a car-type ride in a tough pickup truck. In addition to the other Ford features already covered, the F-100 pickup has long and 2½-inch-wide rear leaf springs for easy going—especially when riding empty or with a light load. And soft-riding tires up to L78-15 in size are available—including HR78-15 steel-belted radials. Steel-belted radials are extra strong, hold the road, and provide excellent cornering and braking characteristics. If your wife never felt comfortable driving a pickup before, just get her to try a 1974 Ford!

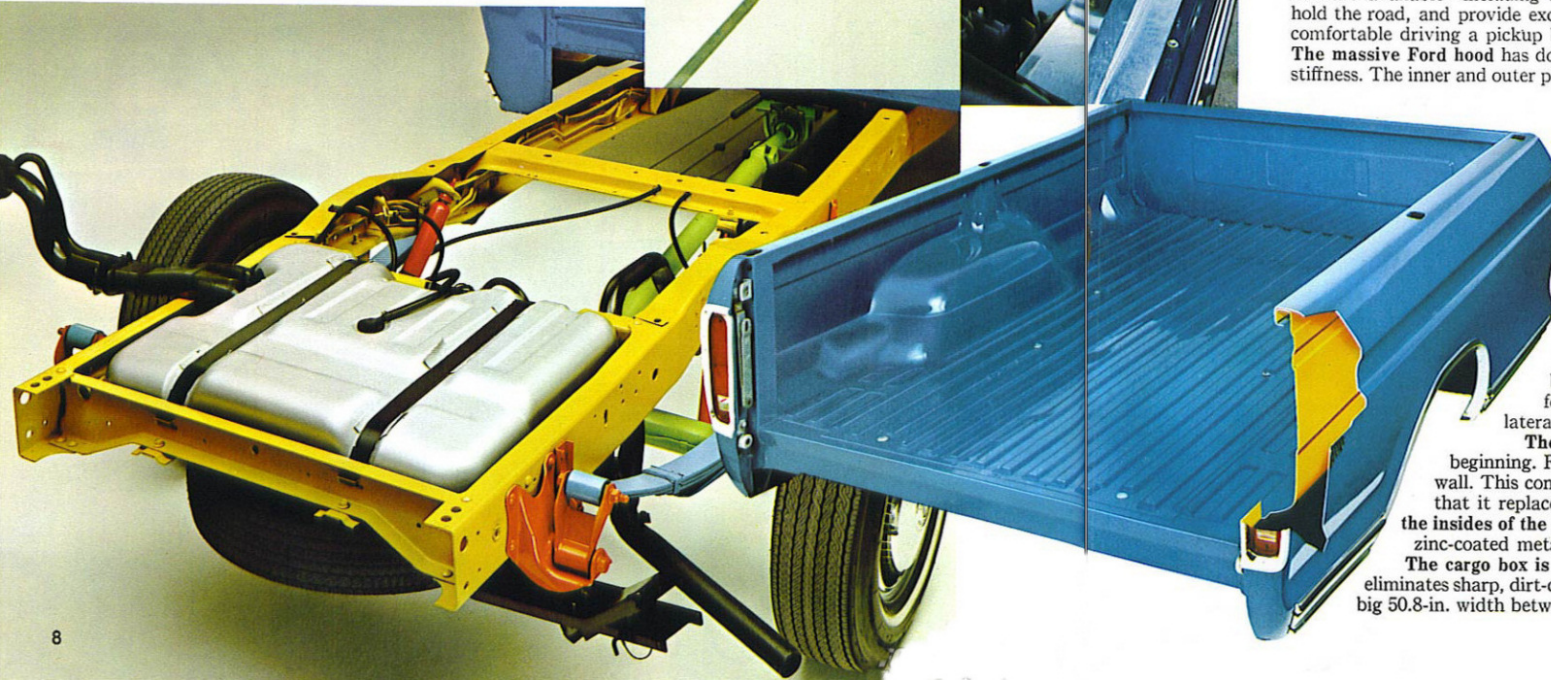
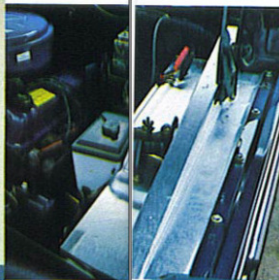
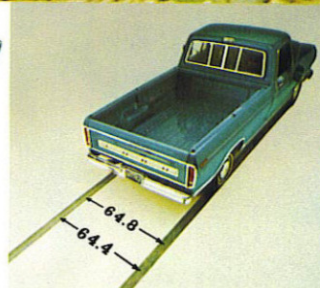
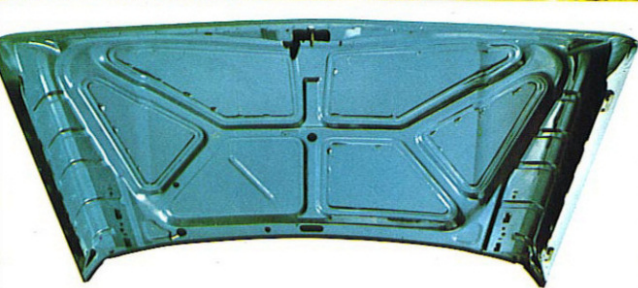
The massive Ford hood has double-wall sections and bridgelike construction for both strength and stiffness. The inner and outer panels are welded into a single rigid hood unit that minimizes vibration or flutter. Sturdy galvanized front fender aprons, pickup box inner panels and double-wall door construction are other examples of Ford's strong, durable construction.

Wide-track stability gives Ford pickups a steady stance and excellent road holding ability. Tread width measures over 64 inches, and with front and rear widths practically equal (as illustrated at left) wheel tracking is even and excellent. Front and rear stabilizer bars are included in the Camper Special package and are standard on the Super Camper Special for great resistance to roll.

Sturdy frames. F-100 and F-250 frames are extra wide from the cab on back providing a strong, stable foundation for the big Styleside pickup box. On most models, the fuel tank is mounted within the protection of the husky frame siderails under the pickup bed. Long, wide progressive rear leaf springs adjust to load conditions for a good ride—light or loaded. Leaf springs also provide control over lateral axle motion and absorption of driving and braking forces.

The Styleside body is built strong. Double-sidewall strength is only the beginning. Ford's design utilizes a single strong sheet of steel to form each outer wall. This construction eliminates the complex joining of the three separate pieces that it replaced, thereby reducing possible rust-prone joints. Zinc coating covers the insides of the double sidewalls as well as the cargo side. In fact, over 200 sq. ft. of zinc-coated metal is used throughout Styleside pickups to guard against corrosion.

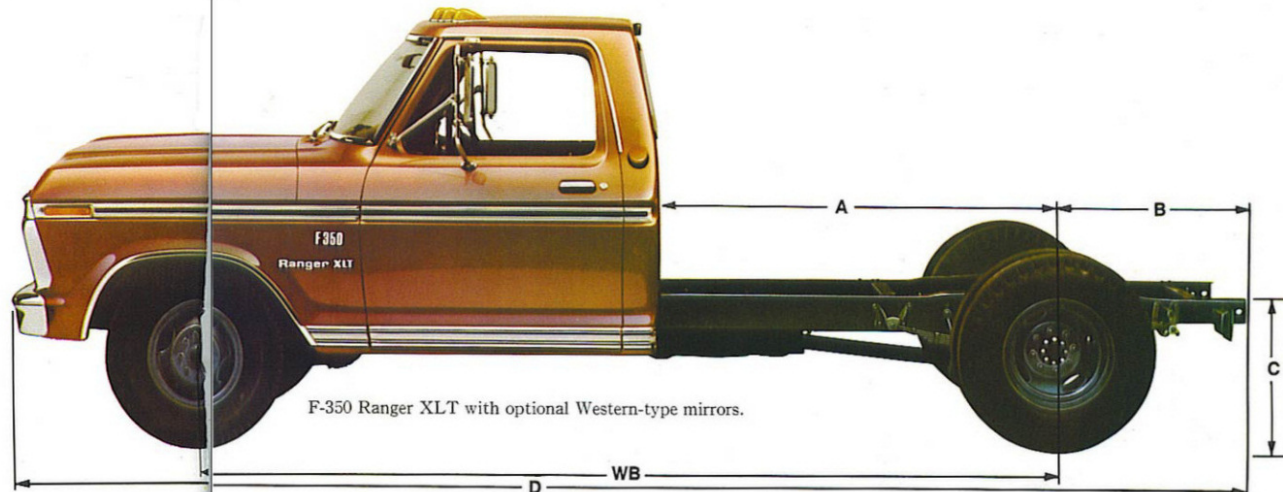
The cargo box is easy to clean, too. The pickup bed's curved wall-to-floor transition eliminates sharp, dirt-catching corners. You can quickly sweep or hose out the cargo box. The big 50.8-in. width between wheelhousings provides easy clearance for carrying paneling flat.



CAPACITY

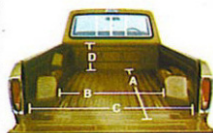
Ford F-350 dual-rear-tire chassis-cabs combine big capacity with Twin-I-Beam front suspension riding smoothness. The F-350 offers a maximum GVW rating of 10,000 pounds. These big chassis-cab models are available for mounting van or other special purpose bodies. Sturdy frame rails are straight and parallel behind the cab, except for a slight kickup over the rear axle, for easy body installation and low loading heights. Long 137- and 161-in. wheelbases (60- and 84-in. CA's) accommodate 9- to 12-ft. bodies. Chassis-cowl models are also offered in the F-350 Series.

The versatile F-350 Series includes the long 140-in. wheelbase Super Camper Special 8-ft. pickup available with 12.00 x 16.5 "Super Single" rear tires for big slide-in campers. While F-350 chassis-cab Camper Specials handle large cab-over-chassis-mounted campers up to 14 ft. long. Full 8-ft. Styleside pickups are also available, and GVW ratings go to 10,000 lb. with "Super Single" rear tires.



F-350 Ranger XLT with optional Western-type mirrors.

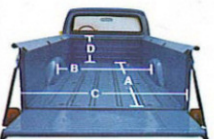
Styleside pickups, available in 6½- and 8-ft. lengths, have strong double-sidewall construction. Each inner and outer panel is one solid piece. Fewer joints and over 200 sq. ft. of zinc-coated metal throughout all Styleside pickups protect against rust and corrosion. Strong double-wall tailgate.



F-350 8-ft. Styleside pickup and Super Camper Special (140-in. wb.) have the spare-tire location built into the outer right side of this Styleside box. The important rear-axle-to-tailgate dimension is only 39.2 inches for good balance with big campers or special equipment.



Platform/Stakes in 9- & 12-ft. lengths are designed for big loads. Floor frames formed of steel cross sills riveted to steel siderails. Floorboards are interlocked with steel skid strips and corners are reinforced with steel brackets. Formed steel caps cover ends of body sills. Side boards are hardwood and stakes are steel.



Floreside pickups (8-ft., 133-in. wb.) have running boards between cab and fenders for easy side loading and seasoned hardwood floorboards with interlocking steel skid strips. Rubber-covered forged-steel chains support tailgate when open, toggle-type latches maintain tight seal when tailgate is closed.

BODY AVAILABILITY AND CARGO AREA DIMENSIONS						
SERIES	Wheel-base (in.)	Nominal Cargo Box Length (ft.)	Inside Length (in.) (A)	Width Between Wheel-housings (in.) (B)	Tailgate Opening (in.) (C)	Inside Depth at Sides (in.) (D)
STYLESIDE PICKUPS						
F-100	117	6½	82.0	50.8	65.0	19.3
F-250	133	8	98.2	50.8	65.0	19.3
F-350	140	8	98.2	49.0	65.0	19.3
Super Camper	140	8	98.2	49.0	65.0	19.3
FLORESIDE PICKUPS						
F-100	133	8	96.0	48.4	54.0	22.0
F-250	133	8	96.0	48.4	54.0	22.0
STAKE OR PLATFORM						
F-350	137	9	106.0†	—	82.1†	31.2
	161	12	145.4†	—	87.3†	42.0

*Allowance made for wheel-housings. †Stake. ‡Platform.

Ford light-duty trucks are offered with a broad range of payload capacities so you can get the right truck for your job. The chart at far right shows how to find the pickup you need. First, select your desired pickup box (described above) and then move to the next column for your needed payload. Next is the truck series (F-100, 250 or 350) and the GVW package rating with the components included with each rating.

The chart is only a general guide. The specifications section on the back cover shows many of the additional heavy-duty components to be considered. Your Ford Dealer will be happy to talk over your intended truck usage and make a careful recommendation for your exact needs.

Camper Special packages for the F-250 Series and for the F-350 Chassis-Cabs are designed with all the basic equipment needed for carefree camping. This equipment, which is standard on the F-350 Super Camper Special Pickup, includes the items listed in the chart at right. Simply selecting a Super Camper Special pickup or a Camper Special package on your truck is the easy, convenient way to order all of the desirable camper equipment shown.

Careful consideration must be given to selecting the proper truck size to handle the weight, length and any special characteristics of the camper body you desire. The chart is a general guide and includes the minimum equipment required for given body lengths. Consult with your Ford Dealer about your type of camper body and intended usage so that his experience can be utilized in selecting the right vehicle for your needs.

Ford's line of pickup and chassis-cab recreation trucks is described on the following pages.

F-250/350 CAMPER SPECIAL (STANDARD ON F-350)

Camper Special Package Includes:

- 55 amp. alternator
- 70 amp-hr battery (80 amp-hr w/460 V-8)
- Oil pressure gauge
- Ammeter
- Bright 6" x 10" western long arm mirrors
- Includes 12-volt 7-wire (identified) seat
- (1) Optional HD wiring harness recommended

MINIMUM OPTIONAL

This chart shows the GVW and minimum equipment required for Camper Special Package. Equipment shown does not necessarily represent maximum equipment obtainable and in many cases additional optional equipment is available for maximum camper loads. For

GVW (lb.)	F-250	
	6900	7500, 8100
Engine	V-8	
Transmission	4-Spd. or Cruise-O-Matic	
*Tires: Front	8.75x16.5 E	8.75x16.5 E
*Tires: Rear	8.75x16.5 E	8.75x16.5 E
Tube type	or	
Front	7.50x16 D	7.50x16 E
Rear	7.50x16 D	7.50x16 E
Maximum Camper Length	11 ft. w/137"wb.	

PACKAGE (Pickups & Chassis-Cabs) SUPER CAMPER SPECIAL

• Front and rear stabilizer bars

- Extra cooling package
- Camper wiring harness(1)
- Dual electric horns
- HD rear shock absorbers (F-350 137" & 161" wb)
- "Camper Special" emblem

EQUIPMENT REQUIRED

example, a super cooling package is recommended on the F-250 for extended operation in hot climates. And for optimum handling and stability with full-size campers 9.50 x 16.5 D or E tires are recommended (8.75 x 16.5 E minimum) in single rear wheel units.

GVW (lb.)	F-250 (SR)		F-350 (DR)	
	8000	9000	10,000	
Engine	V-8		V-8	
Transmission	V-8		V-8	
*Tires: Front	8.75x16.5 E	8.75x16.5 E	8.75x16.5 E	8.75x16.5 E
*Tires: Rear	8.75x16.5 E	8.75x16.5 E	8.75x16.5 E	8.75x16.5 E
Tube type	or		or	
Front	7.50x16 C	7.50x16 C	7.50x16 C	7.50x16 C
Rear	7.50x16 E	7.50x16 C	7.50x16 C	7.50x16 D
Maximum Camper Length	11 ft. w/137"wb.		12 ft. w/137"wb.	

(SR)=Single rear wheels. (DR)=Dual rear wheels.

CHASSIS-CAB DIMENSIONS (in.)

	F-100	F-250	F-350
Wheelbase (WB)	117	133	137
Back of cab to rear axle (A)	40	56	56
Rear axle to end of frame (B)	40.6	40.6	38.5
Frame to ground ht.—empty (C)	24.8	24.8	27.0
Overall length (D)	189.1	205.3	207.0

A GUIDE TO PICKUP PAYLOADS • GVW PACKAGE SELECTOR

Pickup Box length	Desired payload including driver and passengers	Series	GVW Package Rating	Equipment included with GVW Rating			
				Front Axle	*Front Springs	Rear Springs	Tires
6½ ft.	1005 lb.	F-100	4600 lb. (std.)	2750 lb.	2500 lb.	2550 lb.	G78-15B
	1200 lb.	F-100	4800 lb.	2750 lb.	2500 lb.	2950 lb.	G78-15B
	1400 lb.	F-100	5000 lb.	3000 lb.	2500 lb.	2950 lb.	G78-15B
	1675 lb.	F-100	5350 lb.†	3000 lb.	2500 lb.	3300 lb.	G78-15D
8 ft.	1015 lb.	F-100	4700 lb. (std.)	2750 lb.	2500 lb.	2550 lb.	G78-15B
	1160 lb.	F-100	4850 lb.	2750 lb.	2500 lb.	2950 lb.	G78-15B
	1410 lb.	F-100	5100 lb.	3000 lb.	2500 lb.	2950 lb.	G78-15B
	1740 lb.	F-100	5500 lb.†	3000 lb.	2500 lb.	3300 lb.	H78-15B
8 ft.	2285 lb.	F-250	6200 lb. (std.)	3000 lb.	2730 lb.	3830 lb.	8.00 x 16.5D
	2960 lb.†	F-250	6900 lb.*	3150 lb.	2730 lb.	4500 lb.	8.00 x 16.5E
	3475 lb.	F-250	7500 lb.*	3500 lb.	2900 lb.	5480 lb.	8.75 x 16.5E
	3625 lb.	F-250	8100 lb.*	3500 lb.	3170 lb.	5480 lb.	8.75 x 16.5E
8 ft.	3840 lb.	F-350	8350 lb. (std.)	3850 lb.	3450 lb.	5450 lb.	8.75 x 16.5E
	4460 lb.	F-350	9000 lb.	3850 lb.	3450 lb.	5900 lb.	9.50 x 16.5E*
	5190 lb.	F-350	10,000 lb.	3850 lb.	3450 lb.	6960 lb.	12.00 x 16.5E*
Body length 9 ft.	5950 lb.††	F-350	10,000 lb. (max.)	3850 lb.	3450 lb.	7250 lb. and 1100 lb. Aux.	8.00 x 16.5D front and dual rear
	5785 lb.††	F-350	10,000 lb. (max.)	3850 lb.	3450 lb.		

†Power brakes included. *12" x 2½" HD brakes included. †Computer selected—minimum rating. †Rear tires only, front tires are 9.50 x 16.5 D. ††Body and payload allowances available on Ford F-350 dual-rear-wheel models with a maximum GVW of 10,000 pounds. ‡2615 w/460 V-8.



RECREATION



F-350 Super Camper Special pickup with 11½-foot camper body. Ford's frame anchored camper tie-down system shown.

Ford, the recreation specialist, continues to be a leader in engineering and building vehicles designed specifically for recreation usage. Better idea pickups like the Ford F-350 Super Camper Special. A "Rec Vehicle" through and through with unique 140-in. wheelbase and offering high-capacity "Super Single" rear tires for accommodating big slide-in campers up to 12 ft. long. Ford's long-wheelbase/short-rear-overhang design distributes the optimum amount of camper weight ahead of the rear axle for excellent balance and roadability. GVW's range up to 10,000 pounds, and Ford attains this optional GVW rating with single rear tires. Big "Super Singles" (12.00 x 16.5 tires) for needed load capacity and stability without cumbersome dual tire widths. And single rears weigh less than duals so you can carry the difference in camping gear and equipment.

The Super Camper's bodyside spare tire mount (illustrated on the next page) puts your optional spare within the right side of the pickup box wall ahead of the rear axle. An excellent location for convenient access and proper weight distribution.

The F-350 Super Camper Special includes as standard all the features shown in the Camper Special Package (page 10) plus a big 360 V-8 engine with SelectShift Cruise-O-Matic transmission. In addition, Ford offers Camper Special Packages for F-250 pickups and F-250 and F-350 chassis-cabs.

F-250 Camper Special provides a maximum GVW of 8100 lb., and its 133-in. wheelbase allows good weight distribution with popular 8- to 11-ft. slide-in or chassis-mounted campers.

F-350 Camper Special chassis-cabs are available with 137-in. wheelbase for up to 12-ft. campers. The long 161-in. wheelbase F-350 with dual rear wheels has a GVW rating up to 10,000 lb. for chassis-mounted bodies up to 14 ft. long. And because the body is mounted directly to the frame, you get body widths up to 96 inches with a low center of gravity. Versatile Ford Pickup box cover is custom-designed for 8-ft. Styleside pickups. Modern fiberglass cover comes in two attractive trim levels—

standard and deluxe.

Both look slim and streamlined outside, but they are five inches higher than the cab for spacious interiors. Locking rear liftgate, roof vent and tinted glass (side and rear windows) are standard.



F-100 Ranger XLT with Ford Deluxe box cover

Deluxe pickup box cover has (in addition to or in place of regular box cover) sliding side windows with screens • bright side and rear window moldings • dome light • two-tone or textured white with Wimbledon White.

Many additional camper options are available. These include the big 460-cu. in. V-8 engine, frame-anchored camper tie-down system, dual batteries, new heavy-duty camper wiring harness and many more as shown on the next pages.

Options illustrated: F-350 Super Camper Special is a Ranger XLT with combination two-tone paint, front bumper guards, cab marker lights and radio. F-250 Camper Special is a Ranger with combination two-tone paint, tool storage box, radio and Ford camper tie-down system. F-350 Trailer Special is a Ranger XLT with two-tone paint, front bumper guards, radio, auxiliary fuel tank and fifth wheel. F-350 Crew Cab Special with radio. F-100 Ranger XLT has whitewall tires, front bumper guards, rear bumper, low-mount swing-lock mirrors and wheel covers.



F-250 Camper Special



F-350 fifth-wheel trailer



F-350 Crew Cab



OPTIONS



1. Rear step bumper for 8-ft. Styleside pickups is reinforced with center plate and is drilled for a ball hitch. 2. Western-type mirrors are offered with long arms or low-mount swing-lock. Low-mount mirrors with extended arms are new options. 3. Pickup box cover for 8-ft. Stylesides has strong, lightweight fiberglass construction, tinted side and rear windows, roof vent, T-handle liftgate latch with lock. Deluxe model (shown) has sliding side windows with screens, bright side and rear window moldings, dome light, two-tone paint color-keyed to the most popular truck colors (and white). 4. Sliding rear cab window (tinted glass) has outer molding to accept a weather-seal boot between cab and camper. 5. Concealed spare tire and wheel in the right side of the F-350 Super Camper Special and Styleside pickup box. Outer panel opens for convenient access to the spare. 6. Auxiliary 12-volt 70 amp-hr battery with dual circuit charging system. 7. Air conditioner is smart looking integral unit with heater for year-round comfort. Air conditioner option includes 55-amp. alternator, 70 amp-hr battery and extra cooling package. 8. AM/FM stereo radio with speaker in each door, or AM radio. 9. Black or White texture painted roof includes bright drip rail molding (if not standard) and bright back of cab molding. 10. Full wheel covers (for 4 x 2's and F-100 4 x 4) even with 16 1/2-in. wheels or mag-style covers for 15-in. wheels. 11. Breathable knitted vinyl seat trim or heavy-duty black vinyl trim. 12. 22.5-gal. auxiliary fuel tank (20.2 gal. F-100). 13. SelectShift Cruise-O-Matic gives both fully automatic or manual shifting. 14. Bright-metal bodyside molding with vinyl insert (standard Ranger XLT) or narrow bright-metal bodyside molding. Dual tape stripes (shown) extending the full length of Stylesides are available in five paint-keyed colors. 15. Bright tie-down hooks. Eight convenient cargo tie-down hooks for Stylesides. 16. Optional engines. 17. Super cooling package. Increased capacity radiator (also includes HD transmission oil cooler when Cruise-O-Matic is ordered) is optional with 360, 390 and 460 V-8's for extra performance in hot climates. Excellent for pickups equipped with campers, or pulling trailers. 18. Slide-out spare tire carrier. This carrier has a sliding mechanism so spare tire can easily be pulled from its under-frame location. Tire slides out and down to the ground at rear of pickup for easy access. 19. Tool storage box with locking door for easy-to-reach storage. Located in curbside of pickup box skirt on 8-ft. (133-in. wb.) Stylesides.

Other popular options include: Convenience group (standard on XLT) with cargo, engine, glove compartment and ash tray lights; glove compartment door lock, door map pockets and 12-in. day/night inside mirror • Northland Special package with engine block heater, 50% (-35°F) antifreeze, 70 amp-hr battery, 55-amp. alternator and limited-slip rear axle • Power front disc brakes (4 x 2's) • Power steering • Interval windshield wipers • High-output heater • Dual electric horns • Trailer towing packages (up to 10,000 lb.) • Ammeter and oil pressure gauge • Bright hub caps • Bright contour rear bumper for Stylesides • Painted channel rear bumper for Flaresides • Tinted glass all around • Shoulder harness • Oil-bath engine air cleaner • Frame-anchored camper tie-down system • HD 50-amp. camper wiring harness (includes 61-amp. alt.).

16

ENGINE AVAILABILITY

Engine	Bore and Stroke (in.)	
240 cu. in. Six*	4.0 x 3.19	Std. F-100
300 cu. in. Six	4.0 x 3.98	Std. F-250, F-350 Opt. F-100 4 x 2†
302 cu. in. (2V) V-8	4.0 x 3.0	Opt. F-100 4 x 2
360 cu. in. (2V) V-8	4.05 x 3.50	Std. F-350 Styleside and SCS, Opt. all others
390 cu. in. (2V) V-8*	4.05 x 3.78	Opt. F-100 4 x 2
390 cu. in. (4V) V-8	4.05 x 3.78	Opt. F-250, F-350 4 x 2's
460 cu. in. (4V) V-8*	4.36 x 3.85	Opt. 4 x 2's

*N.A. in Calif. in F-100. †Requires Calif. emissions package.

SPECIFICATIONS-COLORS

Colors and Combinations

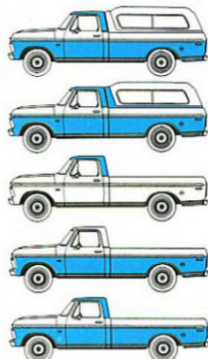
Standard Colors: Wimbledon White, Samoa Lime, Pastel Lime, Limestone Green Metallic, Village Green, Candyapple Red, Sandpiper Yellow, Burnt Orange, Raven Black, Wind Blue, Light Grabber Blue, Midnight Blue Metallic, Sequoia Brown Metallic, Chrome Yellow. New Ivy Glow and Gold Glow colors are optional. Different two-tones are obtained by using all the standard colors *except* Chrome Yellow. Wimbledon White may be used as the accent color for any color except Pastel Lime, Chrome Yellow or Raven Black. Consult your Ford Dealer for the other accent color combinations as well as the different ways the Style-side models may be painted. Two-tone applications are shown at right.

Pickup box cover in Textured White is available on 8-ft. Styleside pickups. Deluxe pickup box cover has two-tone treatment with Textured White incorporating Styleside body color as an accent with Candyapple Red, Light Grabber Blue, Limestone Green Metallic, and Sequoia Brown Metallic. Textured White with Wimbledon White accent color is used with all other body colors.

Regular: The accent color is applied to the roof and upper back panel with a belt line molding from door to door around back of cab.

Deluxe (Styleside only): The accent color is applied to the area below the bodyside and lower tailgate moldings which are included in this option.

Combination (Styleside only): Regular and Deluxe two-tone options are combined with the accent color applied as specified above for these two options.



EQUIPMENT	TWO-WHEEL DRIVE				FOUR-WHEEL DRIVE OPTION	
	F-100	F-250	F-350	F-350 Styleside	F-100 (4 x 4)	F-250 (4 x 4)
Maximum GVW	5500 lb.	8100 lb.	10,000 lb.*	10,000 lb.	5700 lb.	7700 lb.
Axle, Front: Type	Twin-I-Beam	Twin-I-Beam	Twin-I-Beam	Twin-I-Beam	Full-floating, Drive	Full-floating, Drive
Rating	2750 lb.	3000 lb.	3850 lb.	3850 lb.	3300 lb.	3325 lb.
Optional Rating	(see GVW package chart page 11)	—	—	—	—	3550 lb.
Axle, Rear: Capacity	3300 lb.	5300 lb.	7400 lb.	7400 lb.	3300 lb.	5300 lb.
Ratios (to 1)**	3.70, 3.00, 3.25, 3.50	4.10, 3.31, 3.54, 3.73	4.56, 3.73, 4.10	4.10, 3.73, 4.56	3.70, 3.50, 4.11*	4.10
Limited-Slip Diff. Rating	3300-3.70	5300 lb.	7400 lb.	7400 lb.	3500 lb.	5300 lb.
Ratios (to 1)**	3600-3.10, 3.25, 3.50	3.54, 3.73, 4.10	3.73, 4.10	3.73, 4.10	3.50, 4.11*	4.10
Brakes, Service: Front	Front Disc	Front Disc	HD Disc	HD Disc	11" x 2"	12 1/4" x 2"
Rear	11 1/4" x 2 1/4"	12 1/4" x 2"	12" x 3"	12" x 3"	11 1/4" x 2 1/4"	12" x 2 1/4"
Power (Vacuum Booster)	10.0" dia. Opt.	10.0" dia. Std.	11.2" dia. Std.	11.2" dia. Std.	7.9" dia. Opt.	7.9" dia. Opt.
Clutch: Dia. (in.)—Area (sq. in.)	11—123.73	11—123.73	11—123.73	11—123.73	11—123.73	11—123.73
Electrical: 12-Volt Battery	54 plates—45 amp-hr	54 plates—45 amp-hr	54 plates—45 amp-hr	54 plates—45 amp-hr	54 plates—45 amp-hr	54 plates—45 amp-hr
Optional Battery ‡	78 plates—70 amp-hr	78 plates—70 amp-hr	78 plates—70 amp-hr	78 plates—70 amp-hr	78 plates—70 amp-hr	78 plates—70 amp-hr
Std. Alternator	38 amp., 570 watt	38 amp., 570 watt	42 amp., 630 watt	42 amp., 630 watt	38 amp., 570 watt	38 amp., 570 watt
Opt. Alternator	42, 55 or 61 amp.	42, 55 or 61 amp.	55 or 61 amp.	55 or 61 amp.	42, 55 or 61 amp.	42, 55 or 61 amp.
Engine: Displacement	240 Six	300 Six	300 Six	360 V-8	240 Six	300 Six
Optional	300 Six, 302 V-8, 360 V-8, 390 V-8, 460 V-8	360 V-8, 390 V-8, 460 V-8	360 V-8, 390 V-8, 460 V-8	390 V-8, 460 V-8	360 V-8	360 V-8
Frame: Section Modulus (Short wb.)	3.26	4.14	5.58	6.63	3.91	5.58
(Long wb.)	—	—	7.84	—	4.14	—
Shock Absorbers: (Double-acting)	Front & Rear	Front & Rear	Front	HD Front & Rear	Front & Rear	Front & Rear
Optional	HD Front & Rear	HD Front & Rear	HD Front and/or Rear	—	HD Front & Rear	HD Front & Rear
Spring, Front: Computer Selected Min.	1250	1365	1725	1725	1365	1550
Rating @ grd. (lb.) Max. Opt.	1525	1650	1925	1925	1600	1775
Spring, Rear: Rating @ grd. (lb.)	1275	1915	2025	2725	1475	1975
Optional Main	1475, 1650	2275, 2740	2725, 3525, 3625	2950	1875	2700
Optional Auxiliary (@ pad)	400, 415	675, 710	550, 900	—	—	550
Steering: Type	Recirculating Ball	Recirculating Ball	Recirculating Ball	Recirculating Ball	Worm & Roller	Worm & Roller
Optional	Integral Power	Integral Power	Integral Power	Integral Power	Linkage Power	Linkage Power
Transfer Case: Type	—	—	—	—	1-Speed*	2-Speed*
Optional 2-Speed	—	—	—	—	Full-time 4-Wheel Drive †	Full-time 4-Wheel Drive †
Transmission: Type	3-Speed Synchronized	3-Speed Synchronized	4-Speed†	4-Speed†	4-Speed†	4-Speed†
Optional	4-Speed & Cruise-O-Matic	4-Speed & Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Wheels: Type—Rim Size (Standard)	5-hole—5.5K	(4) 8-hole—6.0	(4) 8-hole—6.0	(4) 8-hole—6.75	(5) 5-hole—5.5K	(4) 8-hole—6.0
Tires: Tubeless	G78-15 B PT	8.00 x 16.5 D TT	8.00 x 16.5 D TT	8.75 x 16.5 E TT	G78-15 B PT	8.00 x 16.5 D TT
Optional	—	—	—	—	—	—

*5000 lb. w/single rear tires. †Requires Cruise-O-Matic. ‡11 1/4" dia. clutch, incl. w/390 V-8. ‡2-Speed w/Cruise-O-Matic. †Synchronized except for 1st gear and reverse. †N.A. in Calif. ‡Aux. battery with dual circuit charging system available. **See your Ford Dealer for availability. PT = passenger type. TT = truck type. Use adequate tires for loads and type of service. Consult your Ford Dealer.

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