

**1983
FORD
LT. TRUCK
FACTS
BOOK**



INDEX

GENERAL INFORMATION

GENERAL SECTIONS

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The description and specifications contained in this book were in effect at the time the publication was approved for printing and are subject to change. Ford Motor Company, whose policy is one of continuous improvement, 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 book are at extra cost unless otherwise specifically noted.

SOME FEATURES SHOWN OR DESCRIBED ARE OPTIONAL EQUIPMENT ITEMS WHICH ARE AVAILABLE AT EXTRA COST. SOME OPTIONS ARE REQUIRED IN COMBINATION WITH OTHER OPTIONS.

EXTENDED SERVICE PLAN

GENERAL INFORMATION

GENERAL INFORMATION

FORD EXTENDED SERVICE PLAN—FEATURES

PLAN COVERAGE

The Ford Extended Service Plan (ESP) is an optional service contract which covers specified major repairs, including parts and labor bills, at no cost except for the first \$25 or \$50 per repair visit. (This deductible does not apply to repairs within the new vehicle warranty period.)

BACKED BY FORD MOTOR COMPANY

Ford's Extended Service Plan begins with transportation assistance during the first 12 months/12,000 miles and continues with component and towing coverage to the expiration of the contract period. It is a service contract between the vehicle owner and Ford Motor Company. Because the ESP is backed by Ford Motor Company, the owner can bring the vehicle to any participating dealership, present their ESP Membership Card, and repairs to covered components will be made.

HONORED THROUGHOUT NORTH AMERICA

The Extended Service Plan is honored at over 6300 participating Ford and Lincoln-Mercury dealerships throughout the United States and Canada.

TRANSFERABLE

The remaining coverage of the 1983 Extended Service Plan contracts may be transferred to subsequent owners for a \$25 transfer fee.

TRANSPORTATION ASSISTANCE

The amount of reimbursement is \$20 for any one day with a maximum allowance of five days or \$100.00, if the vehicle becomes Inoperable (or is damaged in such a way that further driving will render it inoperable) and must be held by the servicing dealer overnight for repair or replacement of any parts covered during the warranty, or for ESP covered components after the warranty. Reimbursement will be made for the rental fees, excluding mileage, for a replacement vehicle.

TOWING ASSISTANCE

If towing is required for an Extended Service Plan covered repair, costs up to \$25 for necessary towing to the nearest participating Ford or Lincoln-Mercury dealership will be covered.

BENEFITS

- **Customer Investment Protection:** with the purchase of the Extended Service Plan, future repair expenses can be budgeted now for a very small percent of the total investment.
- **Additional Protection on Specified Major Components:** customers can count on getting more out of their investment. The vehicle can be driven longer and still remain in good condition, which can mean a higher trade-in value.
- **Low Monthly Cost:** means that when the Extended Service Plan is included in the vehicle's financing, it amounts to only a few dollars a month. If you compare it to other types of service contracts, such as appliance contracts, costing up to 20% of the original price, there's no contest!
- **Provides a Hedge Against Inflation:** in this day of rising service and parts costs. You can forget about major repair charges on any component covered by the Plan. It actually locks in tomorrow's repair costs at today's prices. The Extended Service Plan could very easily pay for itself with your first visit to the dealer's service department for a repair of an ESP covered component.

FORD EXTENDED SERVICE PLAN—COVERED VEHICLES

ALL Ford Motor Company passenger cars and light trucks (up to 11,000 lbs. GVW) are eligible for coverage under the Ford Extended Service Plan including:

- Fleet
- Commercial
- Ford Motor Company Service Vehicles
- Lease
- Daily Rentals
- Dealer Demos
- Driver Training
- VIP Loaners

FORD EXTENDED SERVICE PLAN—COVERED COMPONENTS

The following is a list of the many components covered under Extended Service Plan protection:

- **Engine**—Cylinder block, heads, all internal lubricated parts, manifolds, turbocharger unit, timing gears and chain or belt, flywheel, valve covers, oil pan, timing chain cover, oil pump, seals and gaskets, water pump and fuel pump.
- **Transmission**—The transmission case and all internal parts, including the torque converter, transfer case, seals and gaskets.
- **Front Wheel Drive**—Final drive, housing and all internal parts, axle shafts, universal and constant velocity joints, locking rings (four-wheel drive vehicles), wheel bearings, seals and gaskets.
- **Rear Wheel Drive**—Drive axle housing, including all internal parts, universal joints, axle shafts, wheel bearings and retainers, seals, gaskets, drive shaft, and constant velocity joints.
- **Steering**—Gear housing and all internal parts, power steering gear, power steering pump, main and intermediate shafts

and couplings, manual linkage booster and gear box, cooler and lines, control valve and cylinder.

- **Front Suspension**—MacPherson struts, upper and lower control arms, control arm shafts and bushings, upper and lower ball joints, kingpins and bushings, spindle and spindle supports, stabilizer shaft, linkage, and bushings. (Not included are front end alignment, wheel balance, and the replacement of shock absorbers.)
- **Brakes**—All brake components, excluding linings, pads, rotors, and drums (except when required in conjunction with a repair to a covered part).
- **Air Conditioning**—Compressor, condenser, evaporator, and compressor seals.
- **Electrical**—Alternator, starter motor, voltage regulator, windshield wiper motor, electronic ignition module, manually operated switches, heated backglass, and wiring harnesses.

FORD EXTENDED SERVICE PLAN—WHAT IS NOT COVERED. THE EXTENDED SERVICE PLAN COVERS MOST MAJOR COMPONENTS, BUT...THE EXTENDED SERVICE PLAN DOES NOT INCLUDE...

1. Repairs covered by the new vehicle warranty.
2. Repairs caused by damage or unreasonable use (damage from road hazards, accident, fire or other casualty, misuse, negligence, racing or failures caused by modifications or parts not authorized or supplied by Ford).
3. Damage from the environment (airborne fallout, chemicals, tree sap, salt, hail, windstorm, lightning, road hazards, etc.).
4. Repairs resulting from lack of required maintenance (failures caused by the owner neglecting to perform the required maintenance services set forth in the Owner's Guide for the vehicle). Costs of these routine maintenance services are not covered.
5. Maintenance service and wear item replacement. During the period covered by the Extended Service Plan, it may become necessary to repair or adjust items not specifically listed as covered under the Plan. Examples include:
 - Replacement of spark plugs, wiper blades, emission control valves, brake pad linings, manual clutch assembly, hoses, molded rubber or rubber-like items or filters.

- Adjustment of carburetor, ignition, transmission bands, belts or clutch system, and designated predelivery-type operations.
- Cleaning of fuel and cooling system; removal of sludge or carbon deposits.
- Adding of oil, coolant, refrigerants, fluids or lubricants.
- Maintenance or replacement of other items not specifically covered under the Extended Service Plan.

Typically, these services and replacements are required because of normal wear and use and are the owner's responsibility. Costs for these services and parts are not covered by the Extended Service Plan.

6. Repairs to the vehicle if the odometer is altered, broken or repaired/replaced so that the actual mileage cannot be determined.
7. To the extent allowed by law, LOSS OF THE USE OF VEHICLE (including other means of transportation except stated transportation assistance provision), LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS OR CONSEQUENTIAL DAMAGES.

GENERAL DATA

GENERAL INFORMATION

U.S. CUSTOMARY/METRIC UNIT CONVERSION FACTORS

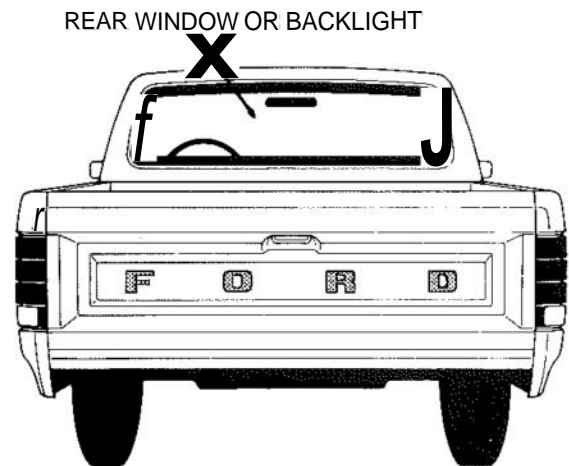
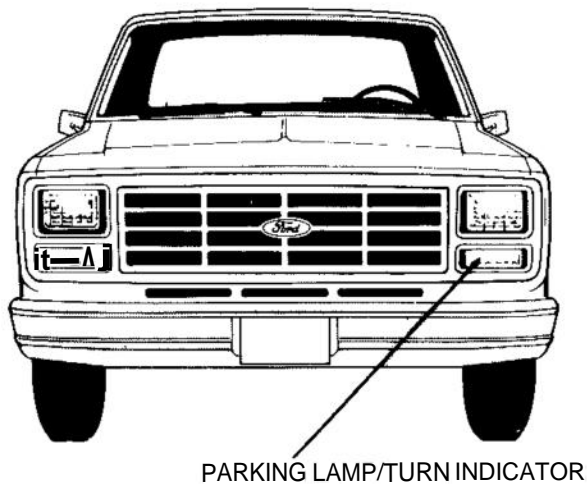
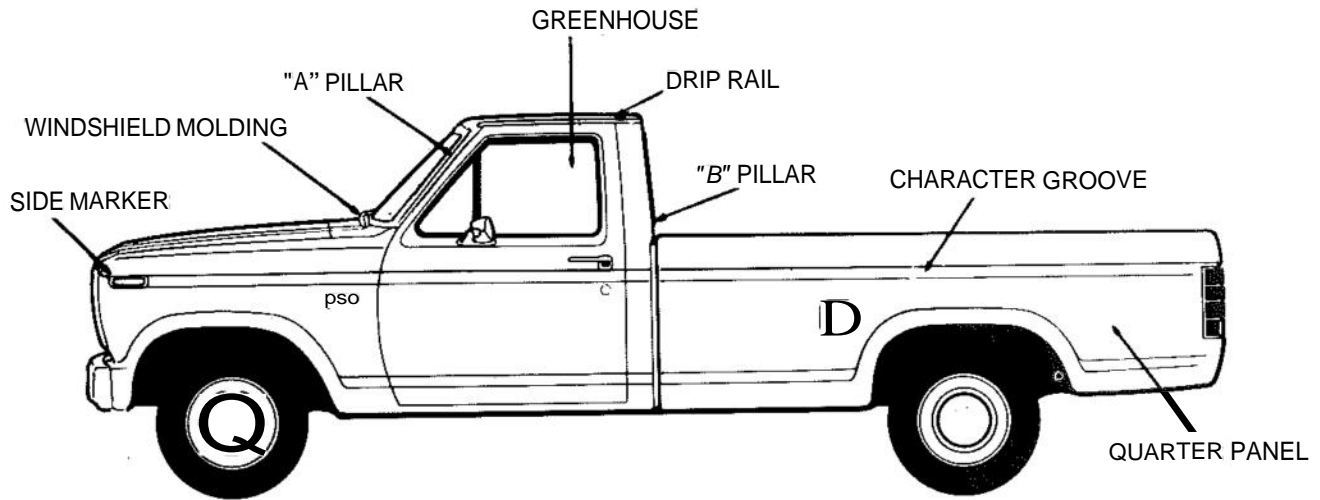
To convert a measurement from the U.S. customary system units to metric system units or vice versa, simply multiply the measurement by the factor given in the following table. Each

line in the table is a "two-way" formula, giving you first the factor for conversion from U.S. customary to metric, then the factor for conversion from metric to U.S. customary.

Multiply:		by:		to get:		Multiply	by:		to get:
LINEAR									
inches	x	25.4	=	millimeters (mm.)	x	0.03937	=	inches	
inches	x	2.54	=	centimeters (cm.)	x	0.3937	=	inches	
feet	x	0.3048	=	meters (m.)	x	3.281	=	feet	
miles (statute)	x	1.6093	=	kilometers (km.)	x	0.6214	=	miles (statute)	
AREA									
square inches	x	645.16	=	square millimeters (mm. ²)	x	0.00155	=	square inches	
square inches	x	6.452	=	square centimeters (cm. ²)	x	0.155	=	square inches	
square feet	x	0.0929	=	square meters (m. ²)	x	10.764	=	square feet	
VOLUME									
cubic inches	x	16387.0	=	cubic millimeters (mm. ³)	x	0.000061	=	cubic inches	
cubic inches	x	16.387	=	cubic centimeters (cm. ³)	x	0.06102	=	cubic inches	
cubic inches	x	0.01639	=	liters (L)	x	61.024	=	cubic inches	
quarts	x	0.94635	=	liters (L)	x	1.0567	=	quarts	
gallons	x	3.7854	=	liters (L)	x	0.2642	=	gallons	
cubic feet	x	28.317	=	liters (L)	x	0.03531	=	cubic feet	
cubic feet	x	0.02832	=	cubic meters (m. ³)	x	35.315	=	cubic feet	
MASS									
ounces (av)	x	28.35	=	grams (g.)	x	0.03527	=	ounces (av)	
pounds (av)	x	0.4536	=	kilograms (kg.)	x	2.2046	=	pounds (av)	
tons (2000 lbs.)	x	907.18	=	kilograms (kg.)	x	0.001102	=	tons (2000 lbs.)	
FUEL ECONOMY									
miles/gal	x	0.42514	=	kilometers/liter (km/L)	x	2.3522	=	miles/gal	
VELOCITY									
miles/hour	x	1.6093	=	kilometers/hour (km/h)	x	0.6214	=	miles/hour	
miles/hour	x	0.4470	=	meters/sec (m/s)	x	2.237	=	miles/hour	

COMMON METRIC PREFIXES

mega	(M)	=	1,000,000	centi	(c)	=	0.01
kilo	(k)	=	1,000	milli	(m)	=	0.001
hecto	(h)	=	100	micro	(p)	=	0.000001



GLOSSARY

ADD WEIGHT

Also referred to as Option Weight. This is the weight an option adds to a truck, expressed in terms of the weight added on the front axle and the total weight added to the truck. Add Weights for all options installed are to be deducted from the vehicle's specified maximum payload capacity when calculating Gross Vehicle Weight Rating (GVWR) requirements.

AUXILIARY SPRINGS

Additional springs, usually on the rear leaf springs, are used for increased load stability or capacity without affecting ride characteristics when the truck is empty or carrying a light load. The springs are mounted to act only after the regular springs are partially deflected.

BRAKE BOOSTER

Commonly called "power brakes," the brake booster is a mechanical device (usually air, vacuum or hydraulically actuated) that is incorporated in the brake system. It multiplies the driver's input to reduce the effort normally required to stop the truck. In the power brakes used on Ford light trucks, engine vacuum provides the actuating force.

CAMBER

Inward or outward tilting of the wheels from the vertical as viewed from the front or rear of the vehicle. If the wheels are closer together at the top than at the ground, the camber is negative. If they are farther apart at the top, the camber is positive. Excessive camber may adversely affect vehicle handling characteristics. Camber that is not within specifications can cause excessive tire wear.

CASTER

The angle between the steering axis and the vertical, as viewed from the side. It is considered "positive" when the steering axis is inclined to the rear at the top. Caster may affect steering returnability and handling if the side-to-side variation is excessive.

CATALYTIC CONVERTER

A muffler-like device in the exhaust system, usually containing platinum or palladium as a catalyst for chemical reaction of unburned hydrocarbons and carbon monoxide. It converts them into water vapor, carbon dioxide and other gases considered to be less toxic than untreated exhaust.

CENTER OF GRAVITY

Point where the weight of the truck and/or body and payload appears to be concentrated and, if suspended at that point, would balance front and rear. Cornering, accelerative and other forces are considered as acting on a vehicle's center of gravity. Thus, it has a great influence on body roll and other handling characteristics.

CHASSIS

The basic truck (without front end sheet metal or cab, and without pickup box or other load bed); consisting of frame, front and rear suspensions (springs, shock absorbers, etc.), engine and drivetrain, steering system, wheels and tires.

CHASSIS CAB

Includes the complete driver/passenger compartment, but not the body. May be ordered for use with special bodies, such as some tow truck installations.

COMPRESSION RATIO

The volume of the combustion chamber and cylinder when the piston is at the bottom of its stroke, compared to the volume of the combustion chamber when the piston is at the top of its stroke, as in 8 to 1. Higher compression ratios tend to increase engine efficiency but also tend to complicate the control of exhaust emissions.

COOLANT RECOVERY SYSTEM

Helps prevent coolant loss due to overflow. The system includes a reservoir bottle, special radiator cap and a connecting hose between bottle and cap. Coolant expands as the engine heats and flows into the reservoir bottle. As the engine cools, a vacuum is formed in the radiator which sucks the coolant from the reservoir bottle back into the radiator.

CURB WEIGHT

The weight of the empty truck (without load or driver), including fuel, coolant, oil and all items of standard equipment.

CUTAWAY

This designation is to Econoline Vans what "Chassis Cab" is to F-Series Pickups. A cutaway model is a chassis with driver-passenger compartment, for use with a special body.

DIFFERENTIAL—Standard Type

A gear system in a housing located between the rear driving wheels. The rotating drive shaft transmits power to this gear system, which is designed to transfer the power to the rear wheels in such a way that, when going around a corner, the outer driving wheel is permitted to turn faster than the inner wheel. This prevents skidding and tire scuffing which would occur if the driving wheels were attached to a solid axle.

DIFFERENTIAL—Locking Type (Traction-Lok, Limited Slip)

A gear system that transmits torque to both wheels of the driving axle. This prevents one wheel from spinning while the other is motionless. Since torque is transmitted to both driving wheels, the wheel with more traction will move the truck.

DRIVETRAIN

Also called Drive Line. The power-transmitting components in a truck or car. Includes clutch and gearbox (or automatic transmission), driveshaft, universal joints, differential and axle shafts.

DYNAMOMETER

A machine used in automotive testing laboratories to measure horsepower and torque and to check fuel mileage, brake performance, durability, etc., without taking the vehicle on the road. EPA mileage figures, for example, are a result of dynamometer tests.

FIREWALL

The partition between the engine compartment and the driver/passenger compartment.

FLOOR PAN

Also called Floorboard. The floor under the instrument panel and seats.

FLOTATION TIRE

A tire with an extra-wide tread width is referred to as a flotation-type tire. Usual applications are for off-road operation where soft sand, mud, marshy or snowy conditions are encountered. This tire has the ability to stay on top of these soft surfaces.

FOUR-WHEEL DRIVE, PART-TIME

Four-wheel drive (4x4) vehicles are designed for both on-road and off-road use. For off-road operation, the driver of a Ford 4x4 vehicle can select four-wheel drive. In this mode, all four wheels receive driving power for optimum traction, providing maximum pulling and pushing power. For normal driving around town or on the road, the driver can select two-wheel drive. In this mode, power is provided only to the rear wheels of the vehicle. This helps to reduce wear on the front axle and driveshaft components and to reduce fuel consumption.

FRONT HUBS, FREE RUNNING

Ford four-wheel drive (4x4) vehicles are equipped with standard locking front hubs which can be engaged to connect the front wheel drive system when operating in the four-wheel drive mode over rough off-road terrain. They are to be disengaged when operating in the two-wheel drive mode on smooth roads or highways. Manual free running hubs are standard and automatic locking hubs are optional.

FRONTAL AREA

This term usually refers to the number of square feet of front surface that a moving trailer exposes to air resistance. It can be a deciding factor in selecting an optional Trailer Package and in determining the size of trailer that can be pulled by a particular vehicle. Frontal area is also a determining factor in selecting an incomplete vehicle that complies with emission requirements.

GALVANIZING

Plating metal with zinc, originally by electrolytic action, to provide a corrosion-resistant coating.

GAWR

Abbreviation for Gross Axle Weight Rating. The capacity at ground of a complete axle and suspension system. Equal to the lowest capacity rating of any component in the system—axle, tires, wheels or springs.

GCWR

Abbreviation for Gross Combination Weight Rating—the value specified by the manufacturer for the actual weight of a vehicle at the ground with a trailer or trailers, including vehicle, equipment, driver, passengers, fuel and payload.

GRADEABILITY

Grade climbing ability—the percent of grade the vehicle will climb with a given load. A 1% grade is equivalent to a rise of one foot in a horizontal distance of 100 feet, a 2% grade to 2 feet in 100 feet, etc. The gradients or steepness of the various grades on a given route can be obtained from the county surveyor, or with an Inclinator.

GROUND RATING

The maximum load-carrying capacity in pounds of a spring or axle at the ground. (Includes an allowance for weight of unsprung components such as wheels, tires, axles and is half the weight of the springs unless specified as "combined.")

GVWR/PAYLOAD PACKAGE

A package of equipment items that will provide a GVW rating and Payload rating of a given truck in a given series, including the proper axles, springs, tires and other necessary equipment for that weight rating.

GVWR

Abbreviation for Gross Vehicle Weight Rating. The total weight of a fully loaded, road-ready truck. Includes curb weight, optional equipment weight, body weight, payload weight and weight of driver and passengers (usually estimated at 150 lbs. per person).

MAXIMUM PAYLOAD RATING

The rated payload capacity of the truck available for cargo, people, and those options which are not part of the base truck or GVWR Package. Approximately equal to GVWR minus curb weight.

PAD RATING

The load capacity of a spring or axle in pounds at the mounting point or pad. Does not include an allowance for unsprung weight. (See Ground Rating.)

PAYLOAD

Weight of cargo, people and optional equipment.

PLY RATING (PR)

A measure of the strength of tires based on the strength of a single ply of designated construction. An 8-ply rating does not necessarily mean that 8 plies are used in building the tire, but simply that the tire has the strength of 8 standard plies.

POWER TAKE-OFF (PTO)

A device, usually mounted on the side of the transmission or transfer case, used to transmit engine power to auxiliary equipment such as pumps, winches, etc.

POWER TEAM

The name given to the combination of engine and transmission specified for any particular series and model of truck.

POWERTRAIN

The name given to a group of components used to transmit engine power to the wheels. It includes the engine, clutch, transmission, universal joints, driveshafts, front drive and rear axle. Powertrain specifications in this book include engine size (displacement, carburetor and cylinders), transmission, and axle ratio(s).

SERVICE BRAKES

The main hydraulic braking system operated by the brake pedal, as opposed to the separate parking brake system.

SHIPPING WEIGHT

The weight of the basic truck, including all standard equipment plus grease and oil wherever required. It does not include the weight of fuel or coolant.

SPRING CAPACITY

The rating, in pounds, of the strength of a leaf or coil spring. (See Ground Rating and Pad Rating.)

SUSPENSION SYSTEMS

Referred to as Front Suspension System and Rear Suspension System. In either case, refers to the various springs, shock absorbers and linkages used to suspend the vehicle frame, body, engine and drivetrain above the wheels.

TRACKING

When front and rear tread widths are essentially the same, the front wheels "break a track" for the rear wheels, giving the vehicle good mobility under adverse conditions such as snow or sand. This is called "tracking."

TOE-IN

The amount by which the front surfaces of the front wheels are closer together than the rear surfaces of the front wheels. Front wheels are toed-in to improve steering, handling and tire life.

TONGUE LOAD

The weight directly on a vehicle's trailer hitch, which is the weight a trailer adds to the rear of the towing vehicle.

TORQUE RATING

A measure of engine efficiency whereby the amount of twisting effort exerted by an engine is calculated at the crankshaft. The unit of measure is a pound-foot, which represents a force of one pound acting at right angles at the end of an arm one foot long.

TRANSFER CASE

An auxiliary device in a four-wheel drive vehicle that allows power to be delivered to both axles. A floor-mounted shift lever permits selection of various tractional modes as required by road conditions.

TREAD/TRACK

The distance between the centers of front or rear tires at points where contact with road surface is made. Dual rear wheel tread or track is measured between the centers of each set of rear tires.

TURNING DIAMETER

The diameter of a circle within which a vehicle can be completely turned around. Curb-to-curb measurement is made at the outside of the outer front tire. Wall-to-wall diameter is taken at the point of most front end overhang, generally the bumper.

WEIGHT DISTRIBUTION

Portions of the total weight of a vehicle which will be supported by each axle and each tire. Proper distribution of vehicle equipment and payload weight is critical to the service life of components such as axles, springs, bearings and tires.

WEIGHT, SPRUNG

The weight of those components supported by the springs, such as frame, engine, body, payload, etc.

WEIGHT, UNSPRUNG

The weight of items such as tires, wheels, and axles that are not supported by the springs.

ABBREVIATIONS USED IN THIS BOOK

AC	air conditioning
ait.	alternator
amp.	ampere
amp. hr.	amperes per hour
aux.	auxiliary
avail.	available
batt.	battery
BSW	black sidewall tires
C.	Celsius or Centigrade
cap.	capacity
C.C.A.	cold cranking amps
CID	cubic inch displacement
cm.	centimeters
cyl.	cylinder
dia.	diameter
DRW	dual rear wheels
DSO	domestic special order
EGR	Exhaust Gas Recirculation System
Em. Cont. Pkg.	Emission Control Package
EPA	Environmental Protection Agency
exc.	except
F.	Fahrenheit
FWD	front-wheel drive
g.	gram
gal.	gallon(s)
GAWR	Gross Axle Weight Rating (see Glossary)
GCWR	Gross Combination Weight Rating (see Glossary)
GVWR	Gross Vehicle Weight Rating (see Glossary)
HD	heavy-duty
hi-cap.	high-capacity
IMCO.	Improved Combustion System
in.	inches
incl.	includes
inclcd.	included
ISO	International Symbols Organization
kg.	kilogram
Km.	kilometer(s)
Km/h	kilometers per hour
L.	liter
lbs.	pounds
LD	light-duty

LED	light emitting diode (used in digital displays)
LH	left-hand
LWB	long wheelbase
m.	meters
man.	manual
max.	maximum
MD	medium-duty
min.	minimum
mm.	millimeters
MPX	multiplex (stereo)
NA	not available
OD	overdrive
OPT or opt.	option(al)
oz.	ounce
PRorp.r.	ply-rating
PCV	Positive Crankcase Ventilation
PDV	Parcel Delivery Van
pkg.	package
PTO	power take-off
psi	pounds per square inch
rec.	recommend(ed)
rec. vehicle	recreation vehicle
reg.	regular
req.	required
RH	right-hand
RPO	Regular Production Option
RV	recreation vehicle
RWL	Raised White Letters (on tires)
spd.	speed (3-spd. trans.)
SRW	single rear wheels
STD or std.	standard
SWB	short wheelbase
sync.	synchronized
trans.	transmission
VIN	Vehicle Identification Number
w/	with
w/o	without
w/w/o	with or without
wb.	wheelbase
W	watt
w/s	windshield
w/s/w.	windshield wiper or windshield washer
WSW	white sidewall tires
4WD	four-wheel drive

GOVERNMENTAL REGULATIONS

GENERAL INFORMATION

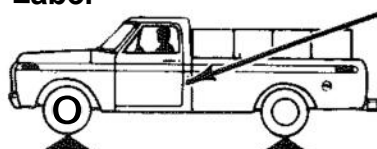
Vehicle Data Plates and Labels

VEHICLE IDENTIFICATION PLATE

The official Vehicle Identification Number (VIN) for registration and title purposes is stamped on a metal tag that is fastened to the cowl top panel. It is on the driver's side, close to the windshield, and visible from outside the vehicle.

Safety Certification Label

SAMPLE



1133 KG (2500 LBS.) MAXIMUM

1416 KG (3123 LBS.) MAXIMUM

2477 KG (5450 LBS.) MAXIMUM

MFD. BY FORD MOTOR CO. IN U.S.A.
09/82 GVWR: 5450 LB/2477 KG

FRONT GAWR: 2500 LB 1133 KG WITH 1416 KG REAR GAWR: 3123 LB
P215/75R 15SL 15 x 5.5K AT 35 PSICOLD P215R/75R 15SL 15 x 5.5K AT 35 PSI COLD
WITH TIRES RIMS WITH TIRES RIMS

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURING SHOWN ABOVE

VEHICLE IDENT. NO. 1FTEF 15E9CNA 12345 F0085
TYPE TRUCK T0185

EXTERIOR PAINT COLORS DISTRICT OSD
WE TYPE-GVW BODY TRANS AXLE

Front Axle Accessory Reserve Capacity

Total Accessory Reserve Capacity

Safety Compliance Certification Label

SAFETY COMPLIANCE CERTIFICATION LABEL

This laminated decal-like label is attached to either the driver's door rear pillar or the door edge that meets the driver's door rear pillar on all completed Light Truck models. All Ford Light Truck models are designed to give best service and performance when properly loaded. The safety compliance certification label (example shown above) lists the vehicle's Gross Axle Weight Ratings (GAWR) and Gross Vehicle Weight Rating (GVWR) for this purpose. The meaning of these ratings is described further in the Owner's Guide. The label also contains important accessory reserve load information for the dealer when considering the addition of accessories to or the alteration of the vehicle. This label is made of special material to guard against alterations. If the label is tampered with or removed, it will be destroyed or the word VOID will appear.

OTHER LABELS

Retail price labels for most light trucks are imprinted with EPA fuel economy value data required by Federal regulations. (Fuel economy figures are not required by the EPA for any truck with

a Gross Vehicle Weight Rating (GVWR) over 8500 pounds.) Labels relative to emission certification, tune-up specifications, tire inflation pressures and service related instructions are affixed in prominent under-the-hood and door locations.

TRUCK EMISSION REGULATIONS

All truck engines, regardless of the vehicle's Gross Vehicle Weight Rating (GVWR), are subject to emission regulations. These regulations are Federal and California mandates and are divided into two categories: light-duty cycle and heavy-duty cycle. Light-duty covers those vehicles classified as trucks with a GVWR of 8500 pounds and under. Heavy-duty are those over 8500 pounds GVWR. The regulations for the light-duty classification are more stringent than those for the heavy-duty and generally require additional emission control systems and components. Emission standards for the state of California are stricter than those imposed by Federal regulations and often require that the truck be equipped with additional systems and/or components.

GENERAL INFORMATION

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STREET

PAST MODEL IDENTIFICATION cont'd GENERAL INFORMATION

Courier (cont'd)

model year Couriers, the Vehicle Identification Number contains a code indicating the calendar year and month of manufacture. Immediately preceding the final five digits of the VIN are two letters. The first of these two letters indicates the calendar year of production and the second indicates the month of production. The following table cross-references these letters to the calendar year and month of manufacture they represent. For 1980 and prior model year Couriers, the vehicle model year is the first entry imprinted on the Model Plate (see illustration at right).

COURIER	
1980 MODEL	
VEHICLE I.D. NO.	
SGTBWJ-50000	
2.31 DISPLACEMENT	3.64 REAR AXLE RATIO
TOYO KOGYO CO., LTD.	MADE IN JAPAN

COURIER VINs, 1971-1980

Model Year	1972		1973	1974	1975	1976	1977	1978		1979		1980	
Production Year & Code	1971 L	1972 M	1973 N	1974 P	1975 R	1976 S	1977 T	1977 T	1978 U	1978 U	1979 W	1979 W	1980 X
January		B	J	L	C	B	J		L		C		B
February		R	U	Y	K	R	U		Y		K		R
March		A	M	S	D	A	M		S		D		A
April		G	P	T	E	G	P		T		E		G
May		C	B	J	L	C	B		J		L		C
June		K	R	U	Y	K	RUt	R ⁽²⁾	U ⁽¹⁾	U ⁽²⁾	Y		K
July		D	A	M	S	D		A		M	S		
August		E	G	P	T	E		G		P	Tut	T ⁽²⁾	
September		P	C	B	J	L		C		B		J	
October		Y	K	R	U	Y		K		R		U	
November	M	S	D	A	M	S		D		A		M	
December	P	T	E	G	P	T		E		G		P	

(1) With consecutive serial number of 50000 or less. (2) With consecutive serial number greater than 50000.

COURIER VINs, 1981 & 1982

	World Manufacturer Number			Line, Series, Chassis, Cab Type or Body Style			Class Group	Type Code	Digit	Model Year	Plant	Production Sequence Number					
VIN Position Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1981 Courier Completed Vehicle	J	C	2	U	A	1	1	1		B	0	5	0	0	0	0	1
1981 Courier Incompleted Vehicle	J	C	4	U	A	2	2	2		B	0	5	0	0	0	0	1
1982 Courier Completed Vehicle	J	C	2	U	A	1	1	1		C	0	6	0	0	0	0	1
1982 Courier Incompleted Vehicle	J	C	4	U	A	2	2	2		C	0	6	0	0	0	0	1

Positions 1-3—World Manufacturer Identifier

Positions 4-6—Line, Series, Chassis, Cab Type or Body style

UA1—2715 mm wheelbase 4x2 (Truck or IV)

UA2—2865 mm wheelbase 4x2 (Truck or IV)

Position 7—GVWR class

1—Class B: 3001—4000 lbs.

2—Class C: 4001—5000 lbs.

Position 8—Engine Type

1—2.0L (121 CID) 4 cyl. Gas Toyo Kogyo Co., Ltd.

2—2.3L (140 CID) 4 cyl. Gas Toyo Kogyo Co., Ltd.

Position 9—Check Digit, see FMVSS No. 115

Position 10—Vehicle Model Year

B—1981

C—1982

Position 11—Plant of Manufacturer

0—Hiroshima, Japan

Positions 12-17—Sequence Number

Number is assigned sequentially (500001-599999)—1981

(600001-699999)—1982 Within Vehicle Engine Type

REAR AXLE RATINGS AND RATIOS, 1977 to 1982**F-Series, Bronco and Econoline**

Beneath the word 'AXLE,' on the Truck Rating Plate or Safety Compliance Certification Label of F-Series, Bronco and Econoline vehicles is imprinted a two-digit number code indicating the rated capacity and axle ratio of the rear axle in the vehicle.

The following table indicates the rated capacity of the rear axle (in pounds) and the axle ratio represented by these codes for the model years 1977 to 1982.

REAR AXLE CODES—F-SERIES, BRONCO, ECONOLINE

Axle Rating (pounds)/Axle Ratio

	Code	1977	1978	1979	1980	1981	1982
FORD AXLES (NON-LOCKING)	01	2750/3.00	2750/3.00	—	—	2800/2.75	2800/2.75
	02	3300/3.00	—	—	—	2800/3.00	2800/3.00
	03	2900/4.11	—	—	—	—	—
	04	2750/3.50	—	—	—	2800/3.25	2800/3.25
	05	2750/2.75	2750/2.75	2750/2.75	—	—	—
	06	2900/2.75	2900/2.75	2900/2.75	2900/2.75	—	—
	07	2900/3.25	—	—	—	2800/2.47	—
	08	3300/3.50	—	—	—	—	—
	11	3300/2.75	—	—	—	—	—
	12	2900/3.00	2900/3.00	3750/4.11	3750/4.11	—	—
	13	3600/2.75	3750/2.75	3750/2.75	3750/2.75	3750/2.75	3750/2.75
		3750/2.75	—	—	—	—	—
	14	3600/3.00	3750/3.00	3750/3.00	3750/3.00	3750/3.00	3750/3.00
		3750/3.00	—	—	—	—	—
	15	3600/3.25	3750/3.25	3750/3.25	3750/3.25	3750/3.25	3750/3.25
		3750/3.25	—	—	—	—	—
	16	3600/3.50	3750/3.50	3750/3.50	3750/3.50	3750/3.50	3750/3.50
		3750/3.50	—	—	—	—	—
	17	3300/3.25	—	—	—	3750/2.47	3750/2.47
	18	2900/2.50	—	—	—	—	—
	19	3750/4.11	—	—	—	—	—

	Code	1977	1978	1979	1980	1981	1982
FORD TRACTION-LOK AXLES	A1	—	—	—	—	—	2800/2.75
	A2	—	—	—	—	—	2800/3.00
	A3	2900/4.11	—	—	—	—	—
	A4	—	—	—	—	—	2800/3.25
	B8	2900/3.50	—	—	—	—	—
	H2	3600/3.50	3750/3.50	3750/3.50	3750/3.50	—	—
		3750/3.50	—	—	—	—	—
	H3	—	—	3750/2.75	3750/2.75	3750/2.75	3750/2.75
	H4	3600/3.25	3750/3.25	3750/3.25	3750/3.25	3750/3.00	3750/3.00
		3750/3.25	—	—	—	—	—
	H5	—	—	—	—	3750/3.25	3750/3.25
	H6	—	—	—	—	—	3750/3.50
	H7	—	3750/3.00	—	3750/3.00	3750/3.47	—
	H9	3750/4.11	3750/4.11	3750/4.11	3750/4.11	—	—

PAST MODEL IDENTIFICATION cont'd GENERAL INFORMATION

REAR AXLE CODES—F-SERIES, BRONCO, ECONOLINE (cont'd)

Axle Rating (pounds)/Axle Ratio

	Code	1977	1978	1979	1980	1981	1982
DANA AXLES (NON-LOCKING) (Model Number in Parenthesis)	22 (61)	5300/3.07	5300/3.07	5300/3.07	5300/3.07	—	—
	23 (61)	5300/3.31	5300/3.31	5300/3.31	5300/3.31	5300/3.31	—
	24 (60)	5300/4.10	5300/4.10	5300/4.10	5300/4.10	—	—
	25 (60)	—	—	—	—	5300/3.32	5300/3.33
	27 (70)	7400/4.10	7400/4.10	7400/4.10	7400/4.10	7400/4.10	7400/4.10
	28 (70)	7400/4.56	7400/4.56	7400/4.56	7400/4.56	7400/4.56	7400/4.56
	32 (61-2)	—	—	—	—	—	5300/3.00
	36 (70)	7400/3.73	7400/3.73	7400/3.73	7400/3.73	7400/3.75	7400/3.73
	37 (60)	5300/3.54	5300/3.54	5300/3.54	5300/3.54	5300/3.54	5300/3.54
	38 (60)	5300/3.73	5300/3.73	5300/3.73	5300/3.73	5300/3.73	5300/3.73
	41 (61-1)	—	—	—	—	—	6250/3.54
	42 (61-1)	—	—	—	—	—	6250/3.73
	43 (60)	—	—	—	—	—	6250/4.10
	44 (61-1)	—	—	—	—	—	6250/3.73
	51 (70HD)	—	—	—	—	—	7400/3.73
	52 (70HD)	—	—	—	—	—	8700/4.10
	53 (70HD)	—	—	—	—	—	7400/4.56
	62 (70HD)	—	—	—	—	—	8200/4.10
DANA LIMITED SLIP AXLES (Model Number in Parentheses)	B4 (60)	5300/4.10	5300/4.10	5300/4.10	5300/4.10	—	—
	B5 (60)	—	—	—	—	—	5300/3.33
	B7 (70)	—	—	—	—	—	7400/4.10
	C2 (61-2)	—	—	—	—	—	5300/3.00
	C7 (60)	5300/3.54	5300/3.54	5300/3.54	5300/3.54	5300/3.54	5300/3.54
	C8 (60)	5300/3.73	5300/3.73	5300/3.73	5300/3.73	—	—
	D1 (61-1)	—	—	—	—	—	6250/3.54
	D3 (60)	—	—	—	—	—	6250/4.10
	D7 (70)	7400/4.10	7400/4.10	7400/4.10	7400/4.10	7400/4.00	—
	E2 (70HD)	—	—	—	—	—	8200/4.10
	E3 (70ND)	—	—	—	—	—	7400/4.56
	G3 (60)	—	—	—	5300/3.31	—	—

P-METRIC & LT-METRIC RADIAL TIRES

GENERAL INFORMATION

For 1983, P-Metric radial ply tires are standard equipment on F-100/150 4x2 and 4x4 pickups and E-100/150 Econoline Vans and Club Wagons.* New for 1983 are LT-Metric radial tires, replacing standard bias belted tires on F-250/350 models. These metric size designations are given in an international tire code which describes the type of tire, tire section width, aspect ratio (ratio of tire cross-section height to width), type of construction and load rating.

Using a P-Metric tire P215/75R 15 SL and LT-Metric tire LT 235/85 R16E as examples, here's how the code identifier works:

P/LT-Metric Tire Details

Tire Cross-Section Width—given in millimeters (215/235 mm in the example at right). Increases or decreases in 10-millimeter increments to designate tire size and always ends with the numeral 5 (for example, 215, 225 or 235).

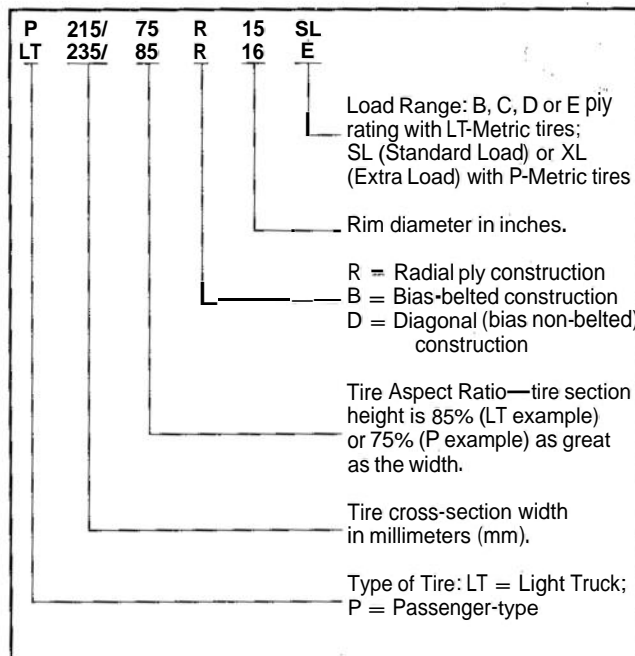
Tire Aspect Ratio—the ratio (in percent figures) of tire cross-section height to width (75/85 in examples at right). Corresponds to the previous 60-Series, 78-Series and 80-Series tires used on passenger cars.

Tire Construction—"R" (as in examples at right) indicates radial ply tire construction.

Rim Diameter—is always expressed in inches (15/16 in the examples at right), which has long been a customary tire measurement dimension.

Load Range—is expressed as "SL7"E" (as in the examples at right) for Standard Load Range, or "XL" for Extra Load Range. Load capacity is *not* otherwise identified in the tire size designation. The load range is related to maximum tire inflation pressure. Maximum tire pressure is stamped on the tire sidewall in metric Kilo Pascals (KPA) and pounds per square inch (psi). (6.895 Kilo Pascals is about equal to one pound per square inch.) The maximum load capacity of the tire will also be stamped on the sidewall in kilograms and pounds. See the table at right for the maximum load capacity of P-Metric tires used on light trucks. Internal construction of an XL-rated tire is different than that of an SL-rated tire to carry the higher load.

*Except Canada



The following tire comparison table is presented for your convenience.

P-METRIC/ALPHA-NUMERIC TIRE COMPARISON

P-Metric Size	Max. Load Capacity (1 tire)	Previous Alpha-Numeric Size	Max. Load Capacity (1 tire)
P195/75R 15 SL	1338 lbs.	F78-15B	1363 lbs.
P205/75R 15 SL	1452 lbs.	GR60-15B & GR78-15B	1472 lbs.
P215/75R 15 SL	1583 lbs.	H78-15B	1609 lbs.
P225/75R 15 SL	1703 lbs.	JR78-15B	1690 lbs.
P235/75R 15 SL	1843 lbs.	L78-15B	1790 lbs.
P225/75R 15 XL			
P235/75R 15 XL	1984 lbs.	L78-15C & LR78-15C	1909 lbs.

Please note that this list is meant for comparison of tire capacities and not to indicate a replacement tire's compatibility with all vehicles. In all cases of tire replacement, the vehicle manufacturer's recommendations should be followed.

Selection of tire size and load range should be based on the highest individual wheel load of the vehicle, compared to the maximum tire capacity as shown. (Calculation of these maximum tire capacities is based on a truck service factor of 1.1 as specified by the T&RA and required by FMVSS 120.) In all cases, the tire capacity listed should exceed the maximum vehicle load on the tire for all wheel positions. Or, when replacing a specific size, load capacity should always be increased.

**AXLES/FRAMES,
SUSPENSION/STEERING**

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AXLES/FRAMES/ SUSPENSION/STEERING

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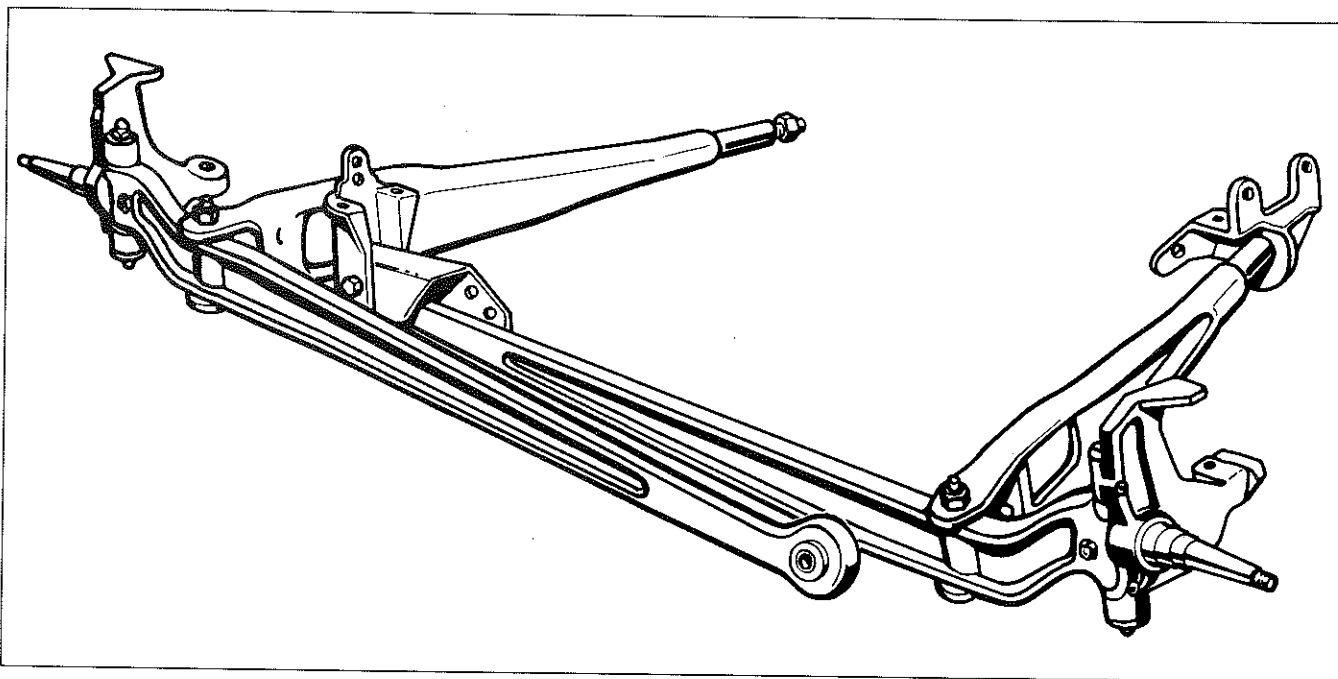
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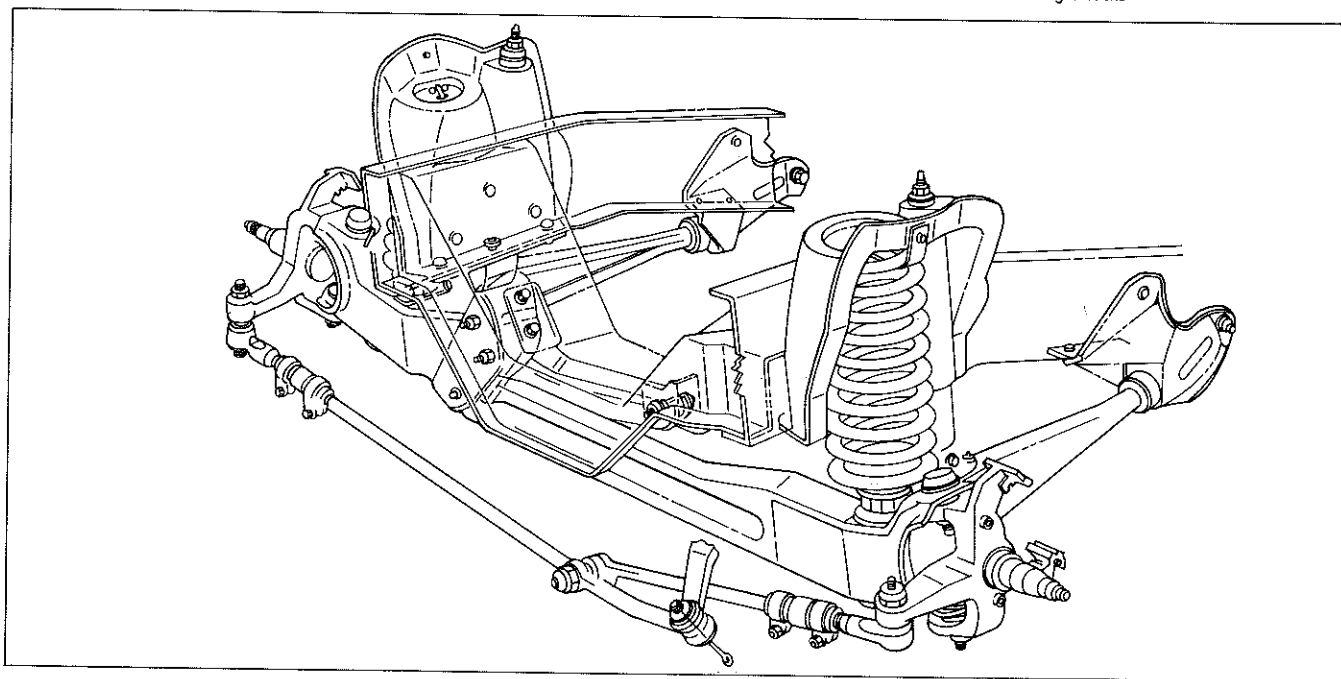
AXLES

AXLES/FRAMES/ SUSPENSION/STEERING

FRONT NON-DRIVING AXLES



Twin-I-Beam Independent Front Suspension with Forged I-Beam Front Axles, as Used on Econoline and F-250/350 Light Trucks



Twin-I-Beam Independent Front Suspension with Stamped I-Beam Front Axles, as Used on Ranger and F-100/150 Light Trucks

Twin-I-Beam Front Suspension, an exclusive feature of domestic-built Ford light trucks since the 1965 model year, incorporates the strength of steel I-beam axles with the riding qualities of independent front suspension.

- A separate pivoted-I-beam axle is used for each front wheel, allowing each wheel to absorb bumps independently and cushion much of the impact before it reaches the frame

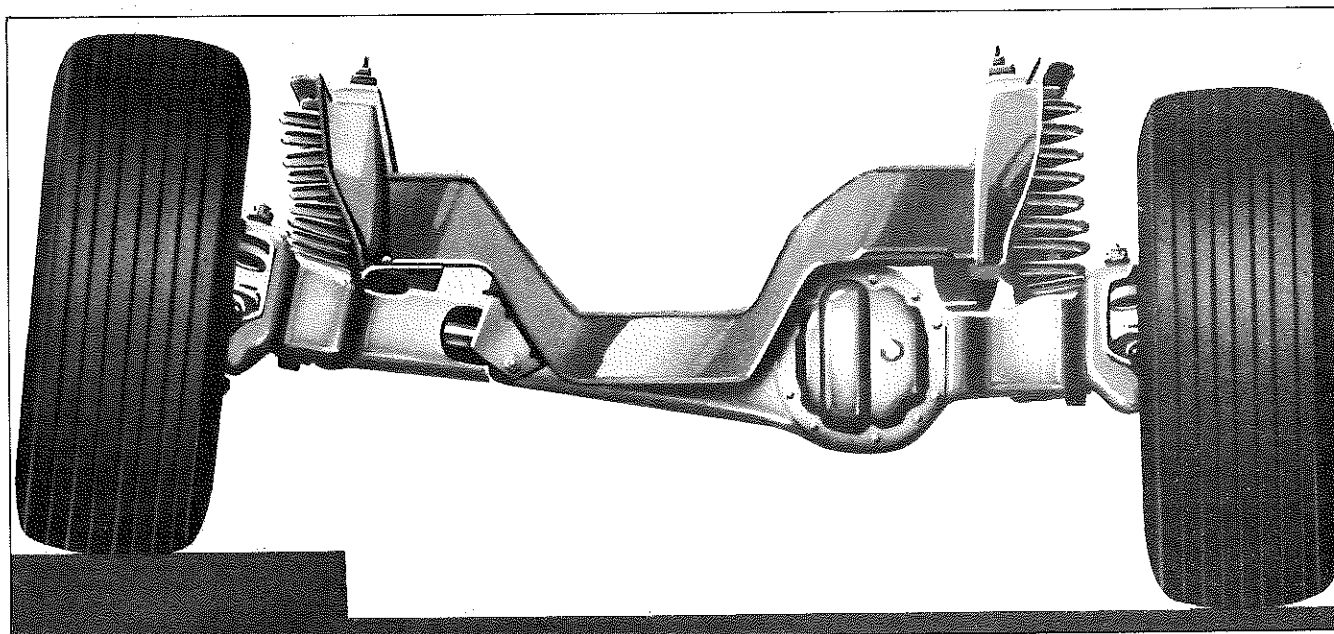
- Front coil springs are computer selected to provide the softest ride consistent with the capacity to handle the computed load, taking into consideration the GVW Rating of the vehicle and the weights of all options installed. On Ranger and F-Series 4x2 light trucks, rubber isolators between springs and spring seats provide reduced transmission of road vibration to driver and passengers

- Husky stamped radius arms for control of axle fore-and-aft movement
- Twin-I-Beam front suspension is designed for down-the-road stability
- Twin-I-Beam front suspension for Econoline and F-250/350 light trucks has forged steel axles and high-strength alloy steel kingpins. Caster and camber are preset at the factory, reducing the need for adjustment
- Twin-I-Beam front suspension for F-100/150 light trucks includes provision for camber adjustment plus lubricated-for-life ball joints (in place of kingpins). Both features contribute to ease of maintenance. In this design, stamped steel I-beams replace the forged I-beam axles. These features are also incorporated in Ranger's front suspension

FRONT AXLE SPECIFICATIONS—E-SERIES/F-SERIES 4x2

TRUCK SERIES	E-100/150	Ranger (4x2)	F-100/150 (4x2)	F-250/350 (4x2)	E-250	E-350
Rated Capacity @ Ground (lbs.)	3400	2200	3400	3900	4000	4200
I-Beam Axle—Type	Forged Twin-I-Beam w/Kingpin Spindle	Stamped Twin-I-Beam w/Ball Joint Spindle		Forged Twin-I-Beam w/Kingpin Spindle		
Material	Forged Steel	High Strength Low Alloy Stamped Steel		Forged Steel		
Radius Arms—(Stamped)	Two					
Material	High Strength Low Alloy Steel (50,000 Yield)					
Kingpin—Material	NiCrome Steel	Lubed-for-Life Ball Joints are Used in Place of Kingpin		Chrome Steel		
Diameter (in.)	.8593			1.0540		1.0542
Length (in.)	6.67			7.0		6.69
Spindle—Material	Nodular Cast Iron w/Forged Steel Stem					
—Type	Kingpin	Ball Joint		Kingpin		
Thrust Bearings—Type	Washer	Not Required		Washer		
Wheel Bearings—Type	Tapered Roller					

FRONT DRIVING AXLES



Twin-Traction Beam Independent Front Suspension as Used on Bronco and F-150 4x4 Light Trucks

FRONT DRIVING AXLES (cont'd)

The Ford-exclusive Twin-Traction Beam independent front suspension, a Ford "first" for domestically produced four-wheel drive light trucks, is a significant breakthrough in 4x4 suspension design. It utilizes two massive high-strength steel axles which permit each front wheel to move up and down independently of the other. Smooth-riding coil front springs are used on Bronco and F-150 4x4s, while tapered leaf front springs are used to meet the heavier load requirements of F-250 and F-350 4x4s. Off-road, this independent front suspen-

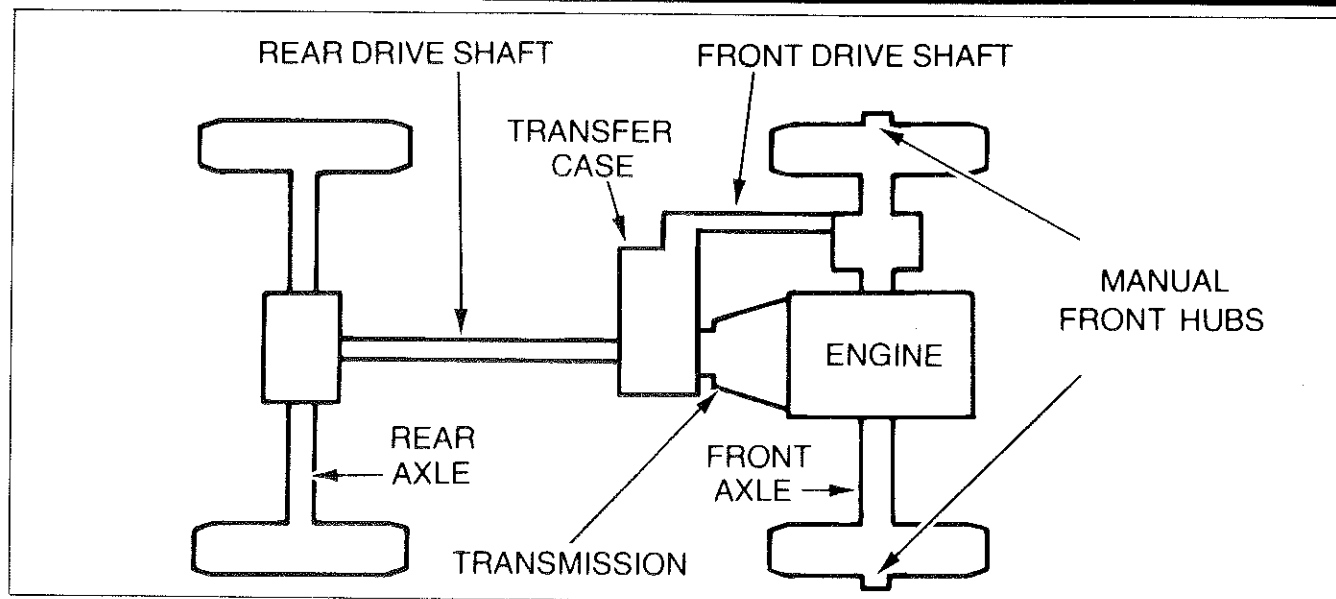
sion provides effective wheel control and traction plus reduced pitch and roll. On the highway, the independent front suspension helps to absorb individual bumps and delivers a ride similar to that provided by Ford 4x2s with Twin-I-Beam suspension.

Other standard features of this design are lubed-for-life ball joints, adjustable camber plus an integral skid plate to protect the front differential from damage by rocks and other obstacles.

FRONT AXLE SPECIFICATIONS — RANGER, BRONCO & F-SERIES 4x4

APPLICATION	RANGER 4x4	STD. BRONCO & F-150 4x4	STD. F-250 4x4	OPT. F-250 HD 4x4 ⁽¹⁾ STD. F-350 4x4
Rating @ Ground (lbs.)	2750	3550	3800	4600
Type	Full-Floating	Full-Floating	Full-Floating	Full-Floating
Springs	Coil	Coil	Leaf	Leaf
Housing—Type	Unitized	Unitized	Unitized	Unitized
—Cover Attachment	Bolted	Bolted	Bolted	Bolted
Lubricant Capacity (pt.)				
—Differential	1.0	3.6	3.6	3.8
Wheel Bearings—Type	Tapered Roller	Tapered Roller	Tapered Roller	Tapered Roller
Gears—Type	Hypoid	Hypoid	Hypoid	Hypoid
Ratios Available (to 1)	3.45, 3.73	3.08, 3.55	3.55, 4.09	3.54, 4.10
Pinion—Mounting	Above Center	Above Center	Above Center	Above Center
Differential—Type	Two-Pinion	Two-Pinion	Two-Pinion	Two-Pinion
Bearings	Tapered Roller	Tapered Roller	Tapered Roller	Tapered Roller

(1) 4600 lbs. front axle available only as part of Snow Plow Special Pkgs. or HD Front Suspension Pkg. "B" on F-250 HD 4x4 over 8500 lbs. GVWR.



F-Series Four-Wheel Drive System Schematic

Four-Wheel Drive Operation

The Twin-Traction Beam front axle is part of a part-time four-wheel drive system that is used in all Ford 4x4 light trucks. In the part-time four-wheel drive system, the transmission is connected first to a transfer case which allows the driver to send

power only to the rear wheels in the conventional manner for two-wheel drive operation, or to the front wheels as well, through the transfer case, a front drive shaft and differential and then through the front axles to the front wheels. In Ford's

Four-Wheel Drive Operation (cont'd)

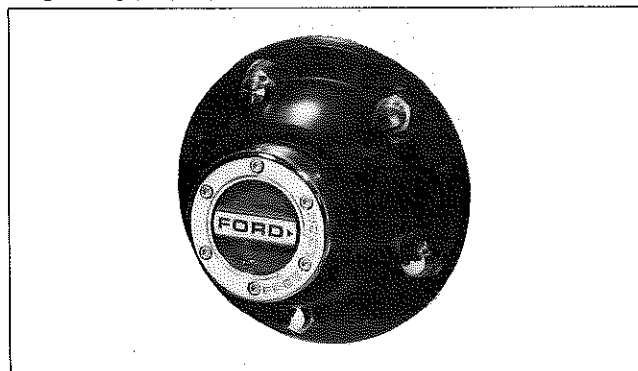
part-time four-wheel drive system, special locking hubs connect the front wheels to the front drive axles.

Transfer Case: The transfer case is the heart of the four-wheel drive system. With the transfer case shift lever in the cab, the driver can select a conventional two-wheel drive mode (2H), four-wheel drive (when front hubs are locked) in either a direct drive gear ratio (4H) or a low range gear ratio (4L) that permits the truck to utilize higher engine speeds and deliver greater torque and horsepower at slower vehicle speeds for difficult off-road situations. The low range gear ratio is particularly effective for greater control during steep descents (with front hubs locked). The driver can also select Neutral (N), which prevents power from being sent to either the front or rear drive shafts even though the transmission may be in gear.

Standard Manual Locking (Free-Running) Front Hubs:

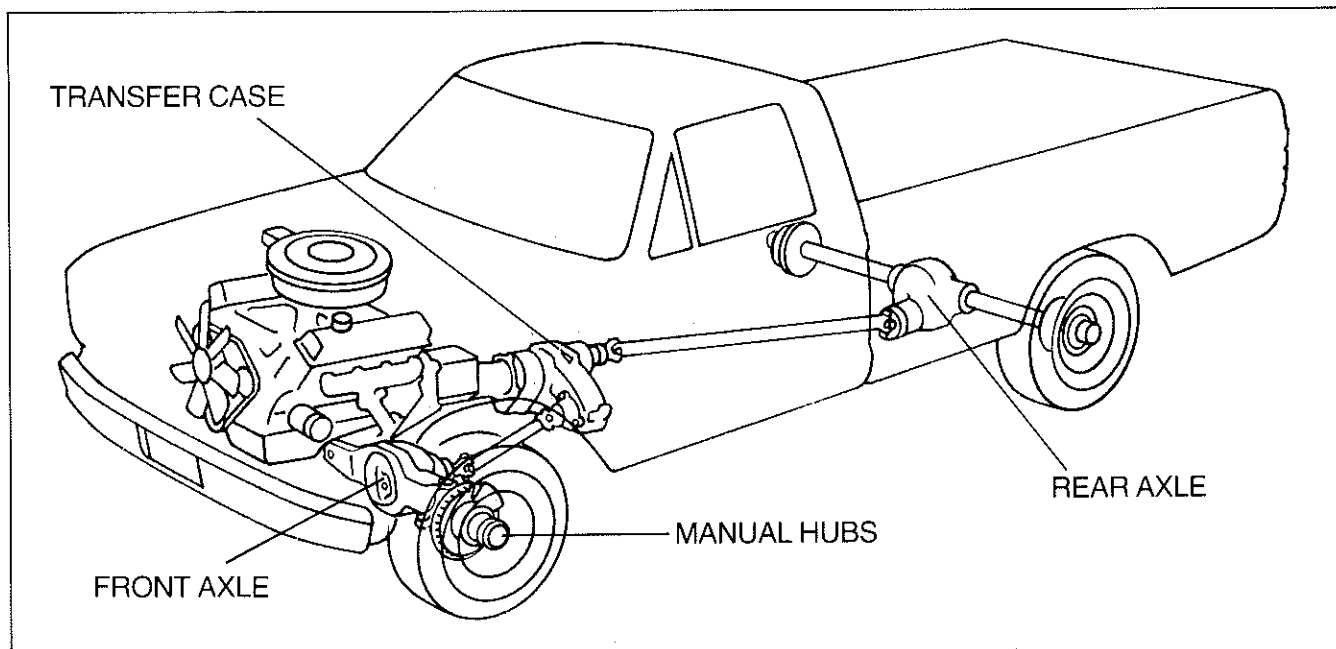
Manual locking (free-running) front hubs, standard with all Ford 4x4 light trucks in 1983 and also with the 1984 Bronco II, have "LOCK" and "FREE" positions which can be manually selected at each front hub. In the "LOCK" position, the front wheels are locked to the front driving axles. In the "FREE" position, they are disconnected. This allows the driver to selectively disengage the front axles from the wheels for operation

in the two-wheel drive mode, allowing the front wheels to free run like those of a conventional two-wheel drive vehicle and reducing unnecessary wear and fuel-wasting front driveline drag during (2H) city and highway operation.



Manual Locking Front Hubs are Standard on All 1983 Ford 4x4 Light Trucks

Optional Automatic Locking Hubs: Optional automatic locking hubs are available to provide the driving convenience of earlier full-time four-wheel drive systems without an accompanying fuel economy penalty during on-road operation. The hubs have four-wheel and two-wheel automatic engagement and disengagement.



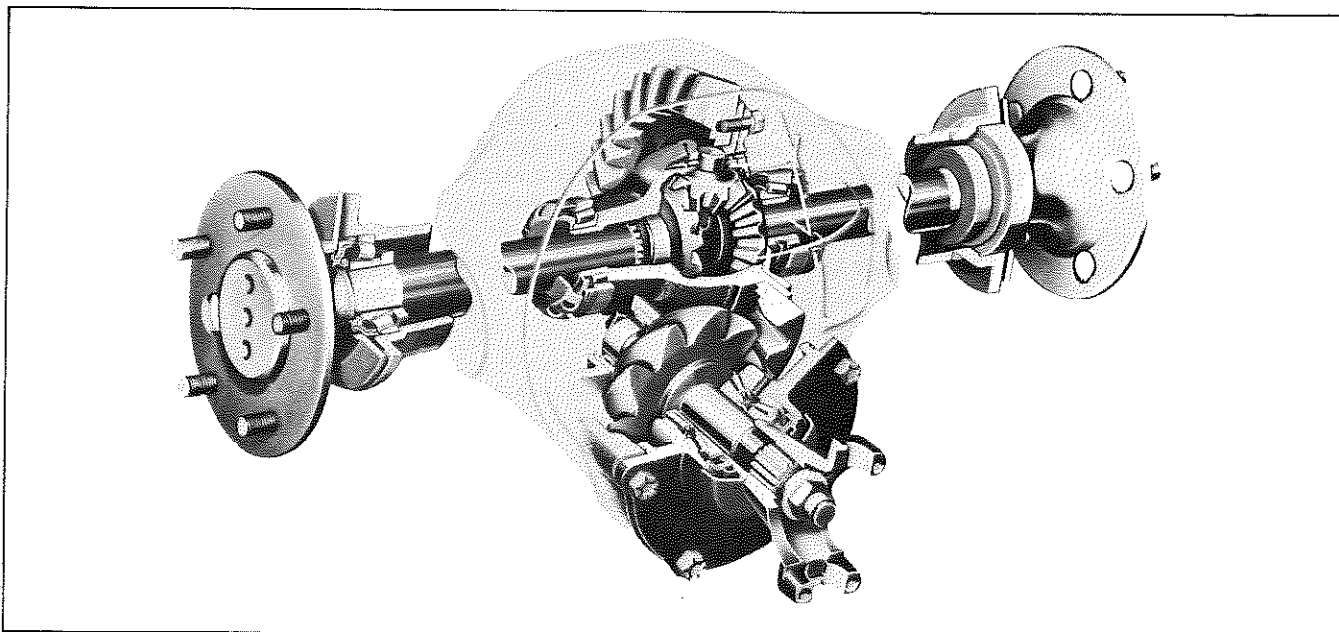
Four-Wheel Drive Components

Four-Wheel Drive Operation (cont'd)

The vehicle must be stopped for the first shift into four-wheel drive. The transmission should be placed in N (neutral) and the transfer case selector lever then shifted into the 4H or 2H position. The hub locks will automatically engage when the vehicle is driven. The hubs will remain engaged until disengaged as described in the following paragraph.

For two-wheel drive, the transfer case must be placed in the 2H position. To disengage the automatic hub locks, the transmission should be shifted to move the vehicle in the opposite direction (forward or reverse) and the vehicle should be driven a minimum of ten feet. The automatic hub locks should always be disengaged before driving on dry, hard-surfaced roads.

Convenience: Many features provide added convenience with the Ford part-time four-wheel drive system. The transmission tunnel is flattened (F-Series) and the two most commonly used transfer case shift lever positions (2H & 4H) are located forward to increase center passenger foot room. An amber "4x4" indicator lamp in the instrument cluster notifies the driver when the transfer case is in four-wheel drive mode. And for towing, the transfer case can be shifted to Neutral (N) and the 4x4 can then be towed at a maximum speed of 40 MPH (55 MPH with the Ranger and Bronco II) without having to disconnect the front drive shaft.

REAR AXLES

A Typical Ford Light Truck 2800-Pound Rear Axle with Conventional Differential

Two Types of Rear Axles

Ford light trucks use two types of rear axles—semi-floating and full-floating designs. See pages 7 and 8 of this section for model usage.

Semi-Floating Rear Axles: In the semi-floating type, a single permanently lubricated outer bearing is attached to the axle shaft. This bearing transfers part of the vehicle load and side thrust forces to the axle shaft with the remainder being supported by the axle housing.

Full-Floating Rear Axles: In the full-floating type, a pair of tapered roller bearings supports the wheel hub on the end of the axle housing. These bearings transfer vehicle weight and side thrust forces to the housing rather than to the axle shaft.

Axle Ratios

Higher numerical axle ratios are optionally available for most engine-transmission combinations. They provide responsive performance and are suggested for hilly or mountainous ter-

rain or for a vehicle which will carry loads at or near its maximum capacity.

Differentials

Differentials used with both types of rear axles are of either the straddle-mounted pinion type or the overhung-mounted pinion type. In the straddle-mounted pinion type, the differential drive pinion is supported by bearings in front of the drive pinion gear and to the rear of it as well, providing heavy-duty support. In the overhung-mounted pinion type, the differential drive pinion is supported by bearings in front of the drive pinion gear.

Three types of anti-spin differential are available for Ford Light Trucks. Ford Traction-Lok differentials are offered for E-100/150, F-100/150 and Bronco rear axles, while the Ranger 4x2/4x4 and Bronco II use the Borg Warner limited-slip differential. The Dana limited-slip differential is offered for E-250/350 and F-250/350 rear axles, and for Bronco and

Differentials (cont'd)

F-150 4x4 front axles in combination with Traction-Lok rear axles. These antispin differentials are recommended for extra go-power in soft terrain, mud or snow, or for improved traction on ice or other slippery road surfaces. They direct power to both wheels, helping to reduce wheel spinning and loss of traction.

Ford Traction-Lok Differential: This design uses one multiple-disc clutch to control differential action and to provide usable torque (driving force), to the wheel with traction, when the opposite wheel starts to spin.

Borg Warner Limited-Slip Differential: This design uses a cone clutch to provide traction under adverse conditions.

Dana Limited-Slip Differential: This design employs two multiple-disc clutches to provide comparable traction benefits under adverse conditions for the vehicles on which it is installed.

REAR AXLE SPECIFICATIONS

TRUCK SERIES	E-100/150 FORD 3750	BRONCO, F-100/150 FORD 3750	RANGER		BRONCO II 2500
			2200	2700	
AXLE	Std. & Traction-Lok	Std. & Traction-Lok	Std.	Std. & Traction-Lok	Std. & Traction-Lok
Rating @ Ground—(lbs.)	3750		2200	2700	2500
Type	Semi-Floating				
Drive	Hotchkiss				
Housing—Type	Bánjo	Cast Center			
—Cover Attachment	Welded	Bolted			
Wheel Bearings—Type	Timken-Tapered Unit Bearing		Ball	Straight Roller	
Type Gears	Hypoid				
Material	Shot Peened Alloy Steel				
Pinion—Mounting	Straddle Mounted	Overhung			
Differential—Type	2-Pinion				
Bearings	Tapered Roller				

TRUCK SERIES	F-250 ⁽³⁾	F-250 ⁽²⁾	F-250 HD/F-350 SRW	F-250 HD/F-350 SRW	F-350 4x2 DRW Pickup	F-350 4x2 DRW Chassis Cab	F-250 HD/F-350 SRW
AXLE	FORD 4050	DANA 60-3, 61-2 Std. & Limited-Slip	DANA 60-1U, 61-1U ⁽³⁾ Std. & Limited-Slip ⁽⁴⁾⁽⁶⁾	DANA 70-2U Std. & Limited-Slip ⁽⁶⁾	DANA 70-1 HD Std. & Limited-Slip	DANA 70 1U (7400) 1 HD (8200)	DANA 61-1 Std. & Limited Slip ⁽⁵⁾⁽⁶⁾
Rating @ Ground—(lbs.)	4050	5300	6250	6250	7400	7400/8200	6250
Type	Semi-Floating ⁽⁵⁾			Full-Floating			
Drive	Hotchkiss						
Housing—Type	Cast Center						
—Cover Attachment	Bolted						
Wheel Bearings—Type	Straight Roller			Tapered Roller			
Type Gears	Hypoid						
Material	Shot Peened Alloy Steel	Alloy Steel					
Pinion-Mounting	Overhung						
Differential—Type	2-Pinion			2-Pinion ⁽¹⁾			
Bearings	Tapered Roller						

(1) 4-Pinion for Limited-Slip.

(2) All except base GVWR.

(3) Base GVWR.

(4) Included on all 133"/155"/168" wheelbase applications except 3.07:1 ratio. (Dana 61-1U semi-floating axle with the 3.07 ratio will be available on approximately 5-15-83 when it replaces the Dana 61-1 full-floating axle.)

(5) All 137"/161" wheelbase Chassis Cabs. Also included on all 133"/155" wheelbase models with 3.07:1 ratio until replaced by Dana 61-1U semi-floating axle on approximately 5-15-83.

(6) On 4-4-83 all 6.9L/7.5L engines with M4 transmission and 3.54/4.10 ratios will include the Dana 70-2U full-floating axle.

REAR AXLE SPECIFICATIONS

TRUCK SERIES	E-250 ⁽³⁾	E-250 ⁽²⁾	E-250/350	E-350
AXLE	FORD 4050	DANA 60-3, 61-2 Std. & Limited-Slip	DANA 61-1 Std. & Limited-Slip	DANA 70 Std. & Limited-Slip
Rating @ Ground—(lbs.) . .	4050	5300	6340	7400
Type	Semi-Floating		Full-Floating	
Drive	Hotchkiss			
Housing—Type	Cast Center			
—Cover Attachment. . .	Bolted			
Wheel Bearings—Type . .	Straight-Roller		Tapered Roller	
Type Gears	Hypoid			
Material	Shot Peened Alloy Steel	Alloy Steel		
Pinion—Mounting	Overhung			
Differential—Type	2-Pinion			2-Pinion ⁽¹⁾
Bearings	Tapered Roller			

(1) 4-Pinion for Limited-Slip. (2) Under 8500 lb. GVWR, except base GVWR. (3) Base GVWR.

GROSS AXLE WEIGHT RATING CHART

Model & Series	Body Type	Wheel-base	GVWR (Gross Vehicle Weight Rating)	GAWR (Gross Axle Weight Rating)				Springs-Combined Rating at Ground ^(a)	
				Front		Rear		Front	Rear
				Min.	Max.	Min.	Max.		
Ranger (4x2)	Styleside Pickup	107.9"	3760	1851	2200	2012	2160	1851	2012
			4220	1851	2200	2544	2544	1851	2582
			4360	1851	2200	2700	2700	1851	2837
		113.9"	3800	1851	2200	2012	2160	1851	2012
			4260	1851	2200	2544	2544	1851	2582
	Chassis Cab	113.9"	4400	1851	2200	2700	2700	1851	2837
			4260	1851	2200	2544	2544	1851	2582
F-100 (4x2)	Flareside Pickup	116.8"	4700	2125	2684	2519	2684	2125	2519
	Styleside Pickup	116.8"	4700	2125	2684	2519	2684	2125	2519
		133"	4700	2300	2684	2684	2684	2300	2879
F-150 (4x2)	Flareside Pickup	116.8"	5250	2300	2800	2890	3123	2300	2890
	Styleside Pickup	116.8"	5250	2300	2800	2890	3123	2300	2890
			5450	2500	3100	2914	3123	2500	2890
		133"	6100	2500	3100	3730	3730	2500	2890
	SuperCab Styleside Pickup	138.8"	6050	2500 ^(b)	3250 ^(b)	3730	3730	2500 ^(b)	3730
		155"	6250	2575 ^(b)	3400	3730	3730	2575 ^(b)	3730
F-250 (4x2)	Styleside Pickup & Chassis Cab	133"	6300 ^(d)	2570	3170	3880	3880	2570	4102
			6500 ^(e)	2570	3320	4050	4050	2570	4102
			7300	2570	3320	4777	4777	2570	4777
			7800 ^(d)	2570	3320	5246	5246	2570	5380
	SuperCab Styleside Pickup	155"	7900	2720 ^(b)	3670 ^(c)	5246	5246	2720 ^(b)	5380
F-350 HD (4x2) Over 8500 lbs. GVWR	Styleside Pickup	133"	8600	2765	3900	6084	6084	2765	6315
	Chassis Cab	133"	8600	2765	3900	6084	6084	2765	6315
		136.8"	8600	2915	3900	6084	6084	2915	6375
		160.8"	9000	3065	3900	6084	6084	3065	6375
	SuperCab Styleside Pickup	155"	8800	2915 ^(b)	5850	6084	6084	2915 ^(b)	6313

(a) Ratings shown are for standard springs or springs that are included in the Payload Package for the specified GVWR, as appropriate. (b) Add 75 lbs. with optional rear bench seat. (c) 3745 lbs. with optional rear bench seat. (d) Styleside only. (e) Chassis Cab only.

GROSS AXLE WEIGHT RATING CHART (cont'd)

Model & Series	Body Type	Wheel-base	GVWR (Gross Vehicle Weight Rating)	GAWR (Gross Axle Weight Rating)				Springs-Combined Rating at Ground ^(a)	
				Front		Rear		Front	Rear
				Min.	Max.	Min.	Max.		
F-350 (4x2)	Styleside Pickup	133"	8700	2765	3900	6084	6084	2765	6315
			10,000	2765	3880	7400	7400	2765	7737
	Chassis Cab	136.8"	8900	2915	3900	6084	6084	2915	6375
			10,000	3065	3880	7056	7056	3065	7318
		160.8"	11,000	3065	3880	8200	8200	3065	8256
			10,000	3215	3880	7056	7056	3215	7318
Ranger (4x4)	Styleside Pickup	107.9"	4040	1940	2250	2046	2196	1940	2046
			4460	1940	2300	2598	2598	1940	2598
		113.9"	4080	1940	2250	2046	2196	1940	2046
			4500	1940	2300	2598	2598	1940	2598
F-150 (4x4)	Flareside Pickup	116.8"	6100	2525	3250	3750	3750	2525	3768
	Styleside Pickup	116.8"	6100	2525	3250	3750	3750	2525	3768
		133"	6250	2800	3500 ^(b)	3750	3750	2800	3768
	SuperCab Styleside Pickup	155"	6450	3025 ^(c)	3550	3750	3750	3025 ^(c)	3768
F-250 (4x4)	Styleside Pickup	133"	6600	3305 ^(d)	3559 ^(d)	3880 ^(d)	3880 ^(d)	3305 ^(d)	4110
	SuperCab Styleside Pickup	155"	7600	3305 ^(e)	3800	4630	4630	3305 ^(e)	4779
F-250 HD (4x4) Over 8500 lb. GVWR	Styleside Pickup & Chassis Cab	133"	8600	3305 ^(f)	3800	5862	5862	3305 ^(f)	5862
F-350 (4x4)	Styleside Pickup & Chassis Cab	133"	9000	3375 ^(g)	3920 ^(g)	6084	6084	3375 ^(g)	6324
Bronco (4x4)	Utility Vehicle	104.7"		^(h)	^(h)	^(h)	^(h)	2450 ⁽ⁱ⁾	3221

(a) Ratings shown are for standard springs or springs that are included in the Payload Package for the specified GVWR, as appropriate.

(b) With Snow Plow Special Packages or H.D. Front Suspension, 133" wb. F-150 4x4 Front GAWR is 3800 lbs.

(c) Front GAWR and Front Springs Rating are shown for F-150 4x4 SuperCab without rear bench seat. With rear bench seat, Front GAWR is 3100 lbs. and Front Springs Combined Rating at Ground is 3100 lbs.

(d) Front GAWR and Front Springs Rating are shown for 133" wb. F-250 4x4 with standard suspension. With H.D. Front Suspension Package "A," Front GAWR is 3800 lbs. and Front Springs Combined Rating at Ground is 3800 lbs. With Snow Plow Special Packages or H.D. Front Suspension Package "B," Front GAWR is 4600 lbs., Front Springs Minimum Combined Rating at Ground is 4600 lbs. (computer-selected), and rear GAWR is 4050 lbs.

(e) Front GAWR and Front Springs Rating are shown for F-250 4x4 SuperCab with Standard suspension. With H.D. Front Suspension Package, Front GAWR is 3800 lbs. and Front Springs Combined Rating at Ground is 3850 lbs.

(f) Front GAWR and Front Springs Rating are shown for F-250 H.D. 4x4 with standard suspension. With H.D. Front Suspension Package "A," Front GAWR is 3800 lbs. and Front Springs Combined Rating at Ground is 3800 lbs. With Snow Plow Special Packages or H.D. Suspension Package "B," Front GAWR is 4600 lbs. and Front Springs Minimum Combined Rating at Ground is 4600 lbs. (computer-selected).

(g) Front GAWR and Front Springs Rating are shown for F-350 4x4 with standard suspension. With Snow Plow Special Packages or H.D. Front Suspension Package, Front GAWR is 4600 lbs. and Front Springs Minimum Combined Rating at Ground is 4600 lbs. (computer-selected).

(h) Ratings computer-selected for the individual vehicle.

(i) With Snow Plow Special Packages or H.D. Front Suspension Package, Bronco has Front Springs Rating at Ground of 3800 lbs.

GROSS AXLE WEIGHT RATING CHART (cont'd)

Model & Series	Body Type	Wheel-base	GVWR (Gross Vehicle Weight Rating)	GAWR (Gross Axle Weight Rating)				Springs-Combined Rating at Ground ^(a)	
				Front		Rear		Front	Rear
				Min.	Max.	Min.	Max.		
E-100	Van	124"	5200	2570	2904	2860	2860	2570	2860
		138"	5200	2570	2904	2860	2860	2570	2860
E-150	Van	124"	5950	2570	3400	3406	3406	2570	3770
			6350	2720	3400	3750	3750	2720	3770
		138"	5850	2570	3400	3406	3406	2570	3770
			6300	2570	3400	3750	3750	2570	3770
	SuperVan	138"	6150	2570	3400	3750	3750	2570	3900
	Club Wagon	124"	(b)	(b)	(b)	(b)	(b)	2720	3770
		138"	(b)	(b)	(b)	(b)	(b)	2720	3770
E-250	Van	138"	6750	2950	3680	4050	4050	2950	4185
			7500	2950	3700	4700	4700	2950	4700
	SuperVan	138"	7900	2950	3700	5300	5300	2950	5475
	Club Wagon	138"	(b)	(b)	(b)	(b)	(b)	3250	5305
	Super Wagon	138"	(b)	(b)	(b)	(b)	(b)	2950	6340
E-350	Van	138"	8750	3100	4200	6340	6340	3100	6550
			9500	3250	4200	6340	6340	3250	6550
	SuperVan	138"	9100	2950	4200	6340	6340	2950	6540
	Super Wagon	138"	(b)	(b)	(b)	(b)	(b)	2950	6350
	Parcel Delivery Van	138"	8750	2950	4060	6340	6340	2950	6550
			9700	2950	4150	7300	7300	2950	7300
		158"	10,000	2950	4090	7200	7200	2950	7270

(a) Ratings shown are for standard springs or springs that are included in the Payload Package for the specified GVWR, as appropriate.

(b) Ratings computer-selected for the individual vehicle.

FRAMES

AXLES/FRAMES/ SUSPENSION/STEERING

Ford light truck frames are of parallel ladder-type construction, featuring heavy-gauge channel sidemembers with up to eight crossmembers as required to suit model selection and option usage. Crossmembers are either of "hat" section or "C" section construction. Midspan crossmembers employ gussets for added frame strength. A forward mounted reinforcement is welded to the LH side rail for steering gear mounting. All Econolines have a partial box section in the engine-transmission mounting area for added strength.

Frame side rails are fabricated from low carbon steel with a minimum yield strength of 36,000 pounds per square inch (PSI). Sidemember contour lowers in the mid-span area (under the cab) to lower body silhouette and cab step height. All Light Truck frames except F-250/350 Chassis Cab models with 136.8" or 160.8" wheelbase are flared out at the rear to accommodate the wide stance rear axles. Sidemember "kick-up" over the rear axle allows a low loading height.

FRAME SPECIFICATIONS

MODEL SERIES	Wheel-Base (in.)	Maximum Side Rail Section (in.)	Section Modulus (cu. in.)
Bronco	104.7	6.95 x 2.12 x .170	3.66
Bronco II	94.0 ⁽⁷⁾	6.16 x 2.32 x .130	2.37
	94.0 ⁽⁸⁾	6.20 x 2.34 x .150	2.89
Econoline E-100, 150 E-250 E-350	All	6.05 x 3.18 x .146	3.03 ⁽¹⁾
	138	6.16 x 3.18 x .202	4.19 ⁽¹⁾
	All	7.69 x 3.18 x .214	5.97 ⁽¹⁾
Ranger 4x2 4x4	All	5.79 x 2.36 x 1.26	2.34
	All	6.08 x 2.24 x .130	2.37
Regular Cab 4x2 F-100/150 F-100/150 F-250 ⁽²⁾ F-250 HD ⁽³⁾ F-350 F-250 HD/350 F-250 HD/350	116.8	6.93 x 2.17 x .146	3.21
	133	6.93 x 2.17 x .146	3.21
	133	7.00 x 2.18 x .180	3.98
	133	7.05 x 2.19 x .202	4.33
	133	7.05 x 2.19 x .202	4.33
	136.8	7.98 x 3.33 x .202	7.04
	160.8	7.98 x 3.33 x .240	8.37
Regular Cab 4x4 F-150 F-150 ⁽⁴⁾ F-150 ⁽⁵⁾ F-250 ⁽⁴⁾ F-250 HD/350 ⁽⁶⁾	116.8	6.93 x 2.17 x .146	3.21
	133	6.93 x 2.17 x .146	3.21
	133	6.84 x 2.15 x .170	3.73
	133	7.00 x 2.18 x .180	3.98
	133	7.05 x 2.21 x .202	4.33
SuperCab 4x2 F-150 F-150 F-250/350	138.8	6.81 x 2.08 x .160	3.35
	155	6.81 x 2.09 x .180	3.79
	155	6.91 x 2.10 x .226	4.78
SuperCab 4x4 F-150 F-250	155	6.81 x 2.09 x .180	3.79
	155	6.91 x 2.10 x .226	4.78
Crew Cab 4x2 F-350	168.4	7.00 x 2.25 x .204	4.94
Crew Cab 4x4 F-350	168.4	7.00 x 2.25 x .240	4.94

(1) Section modulus to bottom flange.

(2) Under 8500-pound GVWR.

(3) Over 8500-pound GVWR.

(4) Except Snow Plow Special or H.D. Front Suspension Pkgs.

(5) With Snow Plow Special or H.D. Front Suspension Pkgs.

(6) Also included with F-250 under 8500-pound GVWR with Snow Plow Special or H.D. Front Suspension Pkgs.

(7) Except Snow Plow Special Package.

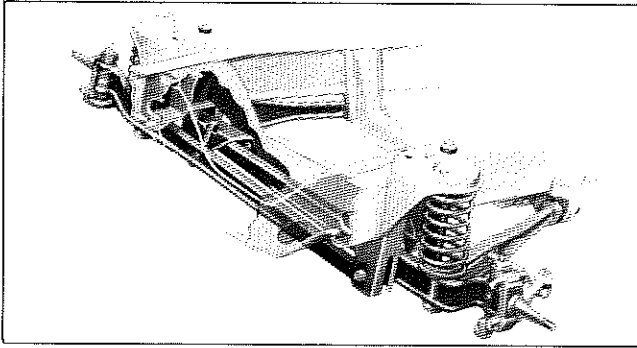
(8) With Snow Plow Special Package.

SUSPENSION

AXLES/FRAMES/ SUSPENSION/STEERING

SUSPENSION

FRONT SUSPENSION



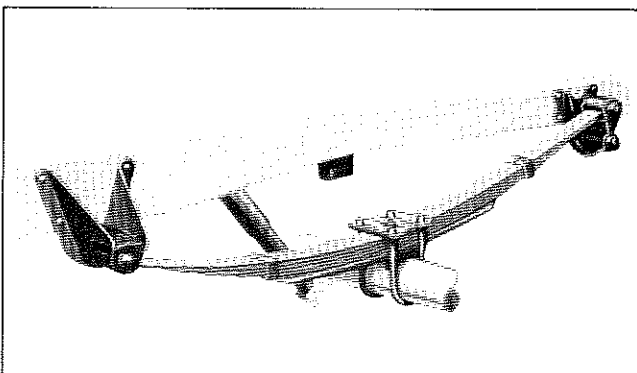
Typical Ford Light Truck Coil Spring

Coil front springs are used on all Ranger, E/F-Series except F-250/350 4x4s, plus Bronco and Bronco II models. F-250 4x4 and F-350 4x4 front leaf springs use lubrication-free rubber bushings.

Heavy-duty front coil springs are available if additional equipment or weight is to be added to the vehicle at a later date, or if it will frequently be used off the road. When heavy-duty springs are ordered, the specific rating will be computer selected based on vehicle GVWR package and options ordered. (Normally, HD springs are computer selected one load range above the base springs for that GVWR and option selection.) If the rated springs are already maximum for the vehicle, HD springs are not available RPO.

An HD spring option is not available on Ranger 4x4, Bronco and Bronco II. However, a Maximum Front GAWR option is available on all models except Bronco II. The Maximum Front GAWR option is designed to provide increased front axle load capacity for the addition of accessories or equipment such as a winch or brush guard to the front of the vehicle.

REAR SUSPENSION



Typical Ford Light Truck Rear Leaf Spring

Ford rear spring types vary according to model application. Each type is designed to provide smooth riding qualities when the truck is empty (the ride is optimized when fully loaded), combined with full-load carrying ability. Single-stage springs are used on some models (Ranger, Bronco II, Bronco and the lower GVW Econoline vehicles, for example) where the body weight or design load of the vehicle permit. Two-stage springs, standard on all F-Series pickups and E-250/350 Econoline

Vans, have long upper leaves with a low deflection rate for smoothness under light or no-load conditions. As the load is increased, contact is made with the lower, flatter leaves providing a higher spring rate for increased support. Rear springs are mounted outboard of the frame side rails to give wide-span support for roll stability. Plastic bushings at front and rear spring eyes help isolate rear spring shocks and vibrations from the frame.

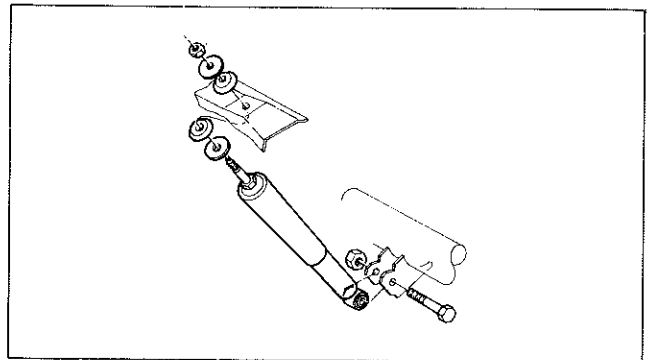
F-100/150, Ranger and Bronco II rear leaf springs include tip liners at each end between leaves. The tip liner is a piece of polyethylene plastic that prevents rear spring squeaks caused by interleaf friction and reduces ride harshness on secondary roads.

Computer selection of Ranger and F-100/150 rear springs allows matching of Payload/GVW rating for optimum performance under load with best combination for ride and handling. In addition, the computer selects the springs based on a model "road reaction" and for the best ride height.

Auxiliary rear leaf springs are available for most F-Series light trucks. The auxiliary spring is mounted on top of the main spring, with free ends. With heavier loads, the ends contact spring pads to provide increased load carrying capacity and stability. When the vehicle is empty or lightly loaded, only the main spring functions to give a smoother ride.

STABILIZER BARS

Stabilizer bars are available for Ford light trucks (see standard and optional equipment lists for usage). The stabilizer bar system ties the frame to the axle and restricts the amount of body roll relative to the axle. This bar acts as a torsion bar to help control vehicle lean and roll, thus improving handling characteristics.



Direct Double-Acting Telescopic Shock Absorber

SHOCK ABSORBERS

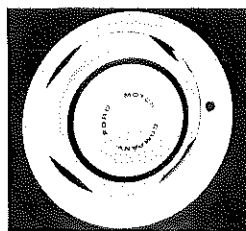
Direct, double-acting telescopic hydraulic shock absorbers are standard equipment, front and rear, on Ford light trucks (front only with F-Series Chassis Cab models with 136.8" or 160.8" wheelbases). Shock absorbers snub spring reaction to road shocks, preventing the continued flexing and rebounding of the spring. Ford shock absorbers feature a constant-viscosity fluid which provides a uniform snubbing action under varying climatic conditions, minimizing initial ride harshness in cold weather and any reduction in spring control in hot weather or during periods of hard use.

SHOCK ABSORBERS (cont'd)

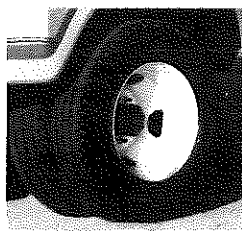
For all applications except Bronco (front shocks only), Econoline E-250 and E-350 models and F-Series 4x2 with optional 6.9L V-8 Diesel or 7.5L 4V V-8 engines, the standard shock absorber has a 1" diameter piston. A heavy-duty shock absorber is standard on the above-named vehicles and is available for all others. The heavy-duty design has a 1.38" diameter piston and more fluid capacity to help the vehicle handle heavy loads and/or rough roads in a more controlled manner than regular shock absorbers.

Quad front shock absorbers are optionally available for the regular cab F-150 4x4 and Bronco. This option provides the previously described heavy-duty shock absorbers at all four wheels and adds special gas-filled shocks at both front wheels. These gas-filled shocks have 1.38" diameter pistons and special freon-filled cells. The freon, an inert gas, helps to reduce the frothing of the fluid that can occur during prolonged rugged off-road driving and reduce shock absorber efficiency.

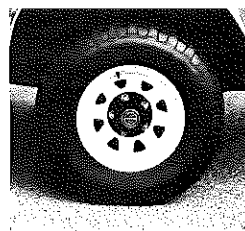
WHEELS



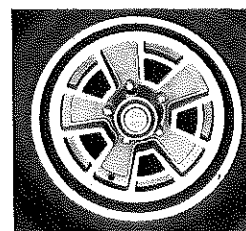
The Stamped Disc Wheel is Representative of the Non-Tapered Disc Wheels Used for All Single Rear Wheel Vehicle Applications. Attachment is by Beveled Nuts on Five or Eight Studs



Eight-Hole Tapered Disc Wheels are used on All Dual Rear Wheel Vehicle Applications



Styled Steel Wheels with Black Hub Ornament. Available on Bronco and F-100/150 Series



Cast Aluminum Wheels with Bright Hub Ornament Available on Bronco, E-100/150 Series and F-100/150 Series

WHEEL SPECIFICATIONS

WHEEL SIZE	NOMINAL OFFSET (in.)	NO. OF STUDS	BOLT CIRCLE (in.)	MAX. WHEEL CAPACITY LOAD (Lbs. @ Ground)
STAMPED STEEL WHEEL (SINGLE REAR USE)				
14 x 5.0JJ (Ranger 4x2)	1.12	5	4.5	1100
14 x 5.5JJ (Ranger 4x2)	1.12	5	4.5	1365
15 x 5.0JJ (Ranger 4x4)	.62	5	4.5	1125
15 x 5.5JJ (Bronco II, Ranger 4x4)	.62	5	4.5	1375
15 x 5.5K	.44	5	5.5	1830
15 x 6.0JJ	.45	5	4.5	1400
15 x 6.0JK (Bronco II)	.44	5	4.5	1600
15 x 6.0JK	.44	5	5.5	1900
16 x 6.0K	.50	8	6.5	2780
16.5 x 6.0	.50	8	6.5	2350
16.5 x 6.75	.50	8	6.5	3200
STEEL WHEEL (DUAL REAR USE)				
16 x 6.0K	5.00	8	6.5	2100
16.5 x 6.0	4.99	8	6.5	2075
STYLED STEEL (RPO)				
14 x 6.0JJ (Ranger 4x2)	1.12	5	4.5	1350
15 x 6.0JJ (Bronco II, Ranger 4x4)	.62	5	5.5	1425
15 x 7.0JJ	.25	5	5.5	1900
CAST ALUMINUM (RPO)				
15 x 6.0JJ	.44	5	5.5	1900
14 x 6.0JJ (Ranger 4x2)	1.12	5	4.5	1350
15 x 6.0JJ (Bronco II, Ranger 4x4)	.62	5	4.5	1425

SUSPENSION cont'd

AXLES/FRAMES/
SUSPENSION/STEERING

TIRES

P/LT-Metric Tires

For 1983, P-Metric radial ply tires are standard equipment on Ranger, Bronco, Bronco II, F-100/150 4x2 and 4x4 pickups and E-100/150 Econoline Vans and Club Wagons. New for 1983 are LT-Metric radial tires, replacing standard bias-belted tires on F-250/350 models. These metric size designations are given in an international tire code which describes the type of tire, tire section width, aspect ratio (ratio of tire cross-section height to width), type of construction and load rating.

Using a P-Metric tire P215/75R 15 SL and LT-Metric tire LT 235/85 R 16 E as examples, here's how the code identifier works:

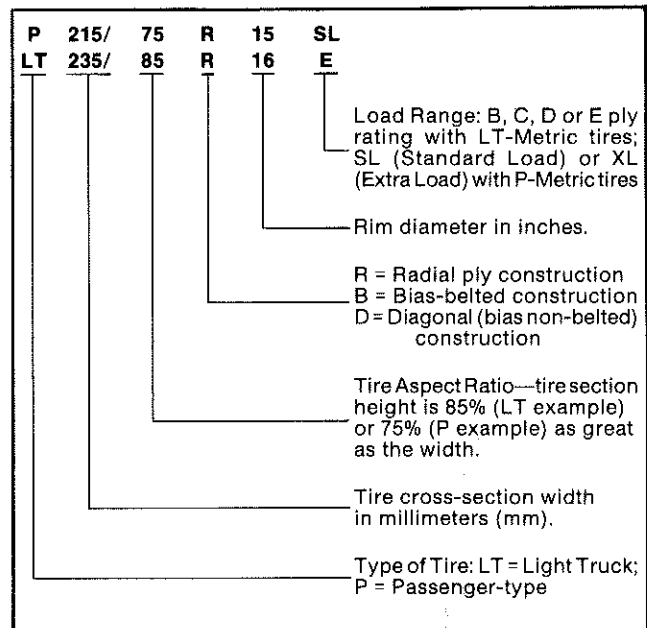
Tire Cross-Section Width—given in millimeters (215 and 235 mm in the example at right). Increases or decreases in 10-millimeter increments to designate tire size and always ends with the numeral 5 (for example, 215, 225, or 235).

Tire Aspect Ratio—the ratio (in percent figures) of tire cross-section height to width (75 and 85 in examples at right). Corresponds to the previous 60-Series, 78-Series and 80-Series tires used on passenger cars.

Tire Construction—"R" (as in examples at right) indicates radial ply tire construction.

Rim Diameter—is always expressed in inches (15 and 16 in the examples at right), which has long been a customary tire measurement dimension.

Load Range—is expressed as "SL" or "E" (as in the examples at right) for Standard Load Range, or "XL" for Extra Load Range. Load capacity is *not* otherwise identified in the tire size designation. The load range is related to maximum tire inflation pressure. Maximum tire pressure is stamped on the tire side-wall in metric Kilo Pascals (KPA) and pounds per square inch (psi). (6.895 Kilo Pascals is about equal to one pound per square inch.) The maximum load capacity of the tire will also be stamped on the sidewall in kilograms and pounds.



NUMERIC TIRES

Conventional numeric truck-type tires are standard on E-250/350 vans and wagons, and optional on Bronco and certain F-Series Models for heavy-duty use. Except for those with an "R" (for radial-ply) in their designation, they are of bias-belted construction. Some have cord plies of polyester, designed to eliminate the "thump" characteristic of nylon cord tires following initial start-up, before they have had a chance to warm up.

Using a numeric tire designation 8.00R-16.5E (TT) as an example, the following chart explains how the numeric designation works:

8.00R-16.5E (TT)	
8.00:	Tire Size
R:	Radial (Bias or Bias-Belted, if no letter is shown)
16.5:	Nominal Rim Diameter (inches)
E:	10 Ply Rating (D = 8 Ply Rating, C = 6 Ply Rating, etc.)
(TT):	Truck Type



LT-METRIC STEEL-BELTED RADIAL TIRES STANDARD ON '83 F-250/350 MODELS



THE LATEST DEVELOPMENT IN TIRE TECHNOLOGY

Now the Benefits of Radial Tires Are Available on Our Large-Payload Pickups

Due to the proven superiority of the radial design, modern P-Metric radial tires have been standard on all Ford cars, as well as the F-100/150 and Ranger pickups. With the development of the new LT-Metric radial tires, the same benefits now are available to buyers of our larger-payload F-250/350 pickups.

The LT-Metric program is a worldwide effort to standardize light truck tire sizes. All these tires feature the 16-inch size that is common internationally (versus the previous 16½-inch truck tire that was developed in 1967 and used only in the U.S.). The new tires actually are physically larger than the old tires, resulting in a more pleasing appearance since they take up more of the wheelwell.

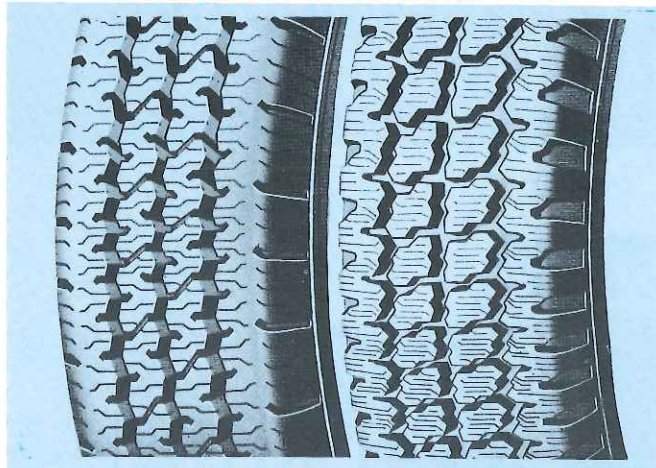
LT-Metric tires represent the state-of-the-art in radial-ply tires. They feature all-new construction in terms of belts, carcass, tread compounds and tread designs—all geared toward performance and improved wear characteristics.

The LT-Metric tires offered on Ford vehicles were designed specifically for Ford. They are supplied by Firestone, Goodyear, General, Uniroyal, and Michelin to meet Ford specifications for rolling resistance, weight, traction, RPM (for speedometer accuracy) and tread wear, plus they must pass stringent engineering tests.

Offer Major Advantages Over the Bias-Type Tires They Replace

- **Improved Fuel Economy (Reduced Rolling Resistance)**—All other factors being equal, steel-belted radial tires permit better gas mileage than comparable bias-ply tires because they operate with less rolling resistance. The greater tread distortion of the bias-type tire during road contact results in a "scrubbing" action against the pavement. This creates friction which consumes more power than with a steel-belted tire.
- **Improved Tread Wear**—"Scrubbing" also increases the operating temperature of the bias-type tire and causes the tread to wear out faster. Our new LT-Metric tires, therefore, should provide significantly greater tread wear than the previous bias-type tires.
- **Improved Ride Quality**—At highway speeds, a steel-belted radial tire will give a noticeably smoother ride than a bias truck tire. The LT-Metric tire gives a truck buyer the ride, handling and feeling he is accustomed to in a passenger vehicle. The improvement in ride quality is especially significant in the road performance of the new all-terrain tire compared to the old bias-type mud-and-snow tires. One factor in this improvement is a reduction in wheel runout tolerances (the measure of a wheel's roundness) from .045" to .018", assuring "rounder," better matched wheels.
- **Improved Traction**—The radial design reduces tread squirm to help improve traction, plus the new, more open tread designs reduce water buildup between the tread and the road for enhanced wet traction. Testing also has shown a significant improvement in snow traction with the new LT-Metric tire compared to the old bias-type.
- **Improved Hazard Resistance**—The LT-Metric tires feature two steel belt plies which offer superior protection against cuts, punctures and impacts compared to the bias-type construction.
- **Quieter Ride**—The new LT-Metric highway and all-terrain tires also are much quieter than the previous bias-type mud-and-snow tires, thanks to special new computer-designed tread patterns.

LT-METRIC TREAD DESIGNS

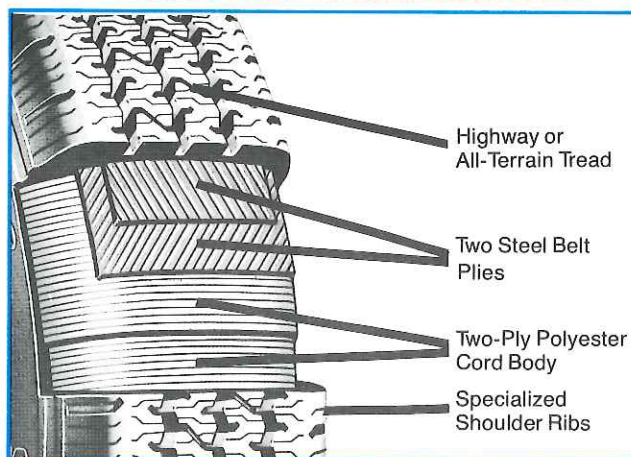


The illustration above shows the two basic configurations of tread design—highway (left) and all-terrain (right).

Basically, the highway tread is designed to provide positive traction on primary and secondary roads. Its open design prevents water buildup under the tread for improved traction on wet pavement.

The all-terrain tread is designed to provide all weather stopping and starting traction in almost all conditions and on almost all surfaces. Note particularly the large shoulder lugs which provide both forward and reverse traction power.

LT-METRIC TIRE CONSTRUCTION



Although the tread patterns and compounds vary depending on the supplier, the LT-Metric tires offer two basic types of tread configuration—highway and all-terrain (see at left).

Two steel belt plies over a radial tire body limit “scrubbing” for reduced rolling resistance and extended tread wear. They also form a protective barrier to resist cuts, punctures and impacts.

A two-ply polyester cord body smooths the jolts and vibrations encountered on highways.

Shoulder rib configurations again vary with supplier, but all are designed to provide positive stability on the highway.

WHAT DOES THE LT-METRIC TIRE DESIGNATOR MEAN?

LT 215 / 85 R 16 D

Indicates that this is a Light Truck tire.

Indicates the tire cross section width in millimeters (215 or 235 widths available on LT-Metrics).

Indicates aspect ratio (percent of tire section height to tire section width — 85 on all LT-Metrics).

Indicates that the tire features Radial-ply construction (LT-Metrics available with steel belts only).

Indicates rim diameter in inches (16 inches on all LT-Metrics).

Indicates tire load range (C— 6-ply rating, D— 8-ply rating or E— 10-ply rating).

LT-METRIC TIRE AVAILABILITY

	LT 215/85R16C			LT215/85R16D			LT235/85R16D			LT235/85R16E		
	Highway BSW	Highway BSW	All Terrain BSW	Highway BSW	All Terrain BSW	Highway BSW	All Terrain BSW	Highway BSW	All Terrain BSW	Highway BSW	All Terrain BSW	All Terrain RWL
F-250	std	opt	opt	opt	opt	opt	opt	opt	opt	opt	opt	opt
F-250 HD	na	na	na	na	na	std	opt	opt	opt	opt	opt	opt
F-350	std ^{a/}	std/opt ^{b/}	opt ^{c/}	na	na	std ^{d/}	opt	opt	opt	opt	opt	opt

^{a/}Standard with 10,000-lb. GVWR dual-rear-wheel Chassis Cab models only.

^{b/}Optional with 10,000-lb. GVWR dual-rear-wheel Chassis Cab; standard with all other dual-rear-wheel models.

^{c/}Dual-rear-wheel models only.

^{d/}Single-rear-wheel models only.

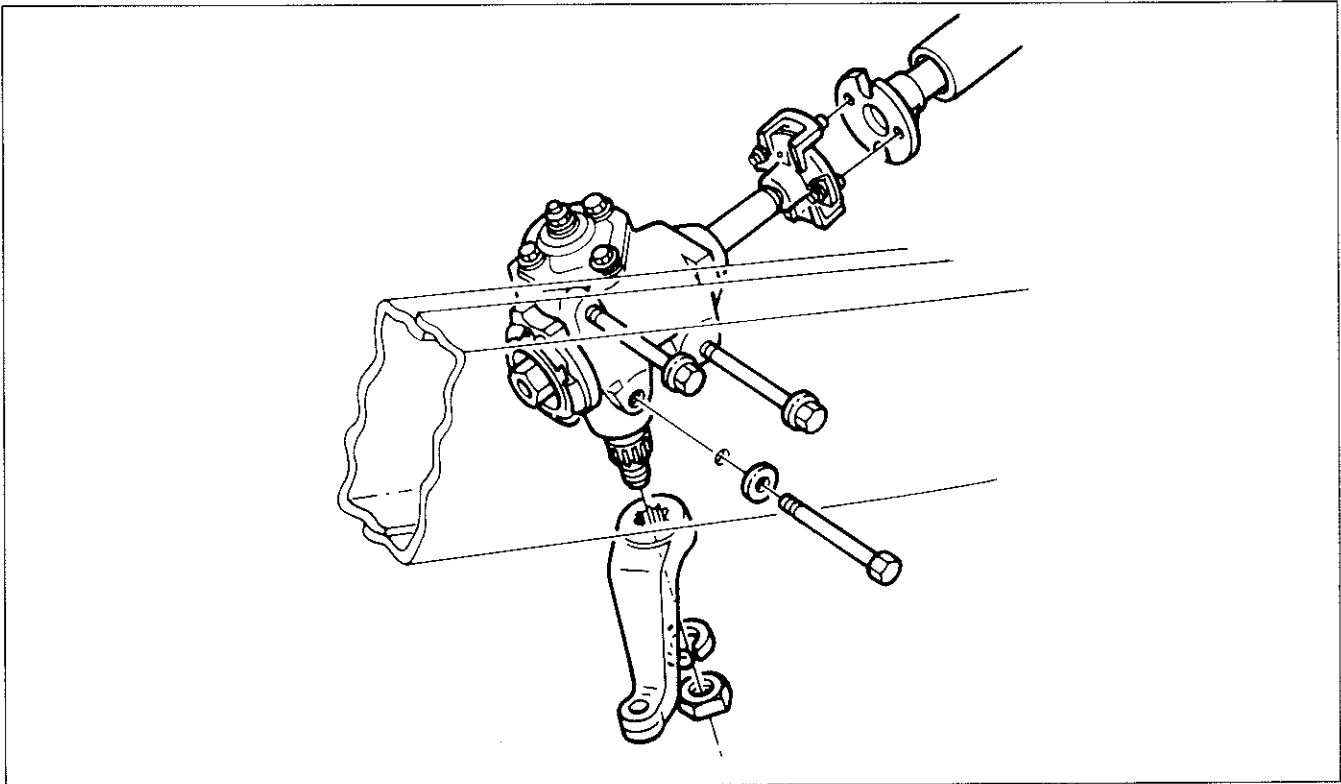
WARNING: LT-METRIC TIRES CAN BE MOUNTED ON 16-INCH RIMS ONLY AND SHOULD BE USED ONLY ON WHEELS APPROVED FOR RADIAL TIRES. THEY SHOULD NOT BE MIXED WITH BIAS-PLY TIRES ON THE SAME VEHICLE.

See your 1982 Truck Facts Book (Axles/Frames/Suspension/Steering section, pages 14 and 15) for prior-year truck tire designations. See 1983 F-Series Owner's Manual (page 107) for additional information.



Ford Division
Training and Communications

Vol. No. 3PT 009



Recirculating Ball Manual Steering Gear as Used on Econoline Vans and F-Series 4x2 Light Trucks

MANUAL STEERING

Manual steering used in light trucks is a recirculating-ball type. The steering column shaft has a flexible joint above the gear box to reduce the transmission of road shock vibrations. The mechanical element of this steering gear is a low-friction, high-efficiency recirculating ball system in which steel balls act as a rolling thread between the steering worm and nut to minimize friction and reduce steering effort.

POWER STEERING

Power steering provides full-time turning ease with manual operating effort reduced as much as 75%. The steering unit is a torsion-bar type of hydraulic-assisted system. The system furnishes power to reduce turning effort at the steering wheel. It also reduces road shock and vibration. Power steering is especially useful when the truck is moving slowly and in tight maneuvering and parking situations.

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SECTION I

INCOMPLETE VEHICLES

INCOMPLETE VEHICLE ORDERING

PREFACE

In order to be sure that the vehicle you sell/buy meets the applicable Federal Motor Vehicle Safety Standards and the various Federal and California Emission Regulations, care should be exercised in the selection of the appropriate Ford Incomplete Vehicle or completed vehicle to be altered. The following information is provided to assist dealers and subsequent stage manufacturers/alters in this selection process. It is a condensation of information that is available in several Ford Publications and is organized to provide a ready reference for

information concerning safety and emission limitations and restrictions prior to vehicle ordering. The Ford Truck Body Builders Book, Ford Truck Data Book and the Ford Light Truck Incomplete Vehicle Manual contain additional details should they be required.

To assure proper ordering of a chassis cab, you must know what kind of second unit body will be installed. To obtain a proper description of the body to be installed, contact the Truck Equipment House (subsequent or final stage manufacturer/body builder/distributor) selected to furnish and install the body. The Truck Equipment House has a vital interest in the chassis cab order since the completed vehicle must conform to all applicable Federal Motor Vehicle Safety Standards (FMVSS) and emission and fuel economy laws.

INTRODUCTION

The following information concerning the intended complete vehicle configuration is needed:

- For Federal Motor Vehicle Safety Standards:
 - Second unit body weight
 - Weight of all other permanently attached equipment to be installed (i.e., bumper, PTO, liftgate, hoist, winch, ladder racks, etc.). Do not include any loose equipment such as ladders, tools, dollies, etc.
 - Vertical height of the composite center of gravity of the combined weights of second unit body and equipment, measured from the top of frame rail at the back of cab

–Vertical height of the second unit body measured from the top of frame rail at the back of cab

- For Exhaust Emission/Fuel Economy:
 - Second unit body weight
 - Frontal area of an F-250 Chassis Cab (under 8500 pounds GVWR) after installation of second unit body and equipment is limited to 34.9 sq. ft. (see Section II, for estimating method). Frontal area information is not needed for heavy-duty F-250 Chassis Cabs (over 8500 pounds GVWR) or F-350 Chassis Cabs. However the 7.5L or 6.9L Diesel engine is recommended for models that are completed with bodies that add large frontal areas or weights approaching the maximum allowable.

The above second unit body (including equipment) information should be compared to the FMVSS & EPA limits specified for 1983 Chassis Cabs listed in Section II.

Additionally, all new 1983 Ford Motor Company light-duty trucks, light-duty vehicles and heavy-duty engines are certified by the U.S. Environmental Protection Agency, and light- and medium-duty vehicles and heavy-duty engines are certified by the California Air Re-

sources Board (CARB) for compliance with applicable federal and/or California vehicle emission control regulations. U.S. EPA and CARB emission regulations for incomplete vehicles 8,500 pounds GVWR or less, provide that the completed vehicle will not have to be recertified by the body builder, installer or subsequent manufacturer as long as these persons comply with maximum frontal area and curb weight restrictions specified by Ford for the completed vehicle. Subsequent stage manufacturers are cautioned to observe these restrictions in order to maintain emissions compliance with the completed vehicle.

Furthermore, fuel economy values have been established by Ford for certain 1983 model incomplete light-duty trucks for which such values are required.

It is the responsibility of the body builder, installer or subsequent manufacturer to ensure that the maximum completed curb weight and frontal area specified by Ford are not exceeded. If these restrictions are exceeded, the body builder, installer or subsequent manufacturer may be considered a manufacturer by EPA for purposes of complying with federal fuel economy standards, labeling and certain other requirements.

NOTICE—VEHICLE HANDLING INFORMATION

The weight of the body structure and its center of gravity location (both longitudinally and vertically), as well as the weight and positioning of the cargo load are important to the handling of the completed vehicle. Subsequent stage

manufacturers should note that matching a body to a chassis in a manner appropriate for the intended use of the vehicle is the responsibility of the final stage manufacturer. Following the representations of this manual with respect

to center of gravity locations and body weights for compliance with Federal Motor Vehicle safety standards is only part of the task of producing a completed vehicle that handles comfortably in service.

SECTION II

INCOMPLETE VEHICLES

VEHICLE DATA

1983 CHASSIS CAB FMVSS/EPA COMPLETED CONFIGURATION LIMITS

Models Chassis Cab ⁽¹⁾	GVW Range	Limitations of the Body installed by the Subsequent Stage Manufacturer			Limitations of the Completed Vehicle			
		Maximum Weight	Maximum Center of Gravity Height ⁽¹⁾	Maximum Overall Height ⁽¹⁾	Maximum Unloaded Vehicle Weight (lbs.) by Engine Size (liters)			
					2.3L			
Ranger Reg. Cab (4x2) 114 in. wb. ⁽⁵⁾	4260-4400	533 ⁽³⁾	11.5	39.75	3255			
Ranger Reg. Cab (4x2) 114 in. wb. ⁽⁵⁾	4260-4400	658 ⁽³⁾	11.5	39.75	3380			
5.0L								
F-250 Reg. Cab (4x2) 133 in. wb. ⁽⁴⁾ Not available in California	6500-7300	1100	14	36 or less	5170			
					4.9L	5.8L	7.5L ⁽²⁾	6.9L D ⁽²⁾
F-250 HD Reg. Cab (4x2) 133 in. wb.	8600	1200	12	36 or less	5472	NA	NA	NA
		1800	16	36 or less	NA	6113	6377	6760
F-250 HD Reg. Cab (4x2) 136.8 in. wb.	8600	3405	20	36 or less	7816	7855	8121	8502
		2530	38	over 36	6941	6980	7246	7627
F-250 HD Reg. Cab (4x2) 160.8 in. wb.	9000	3405	20	36 or less	7945	7984	8251	8626
		2530	38	over 36	7070	7109	7376	7751
F-250 HD Reg. Cab (4x4) 133 in. wb.	8600	1400	16	36 or less	NA	6107	6370	6751
F-350 Reg. Cab (4x2) 136.8 in. wb. (SRW)	8900	3405	20	36 or less	NA	7856	8127	8503
		2530	38	over 36	NA	6981	7252	7628
F-350 Reg. Cab (4x2) 136.8 in. wb. (DRW)	10,000	3405	20	36 or less	8032	8071	8342	8718
		2530	38	over 36	7157	7196	7467	7843
F-350 Reg. Cab (4x2) 160.8 in. wb. (DRW)	10,000	3405	20	36 or less	8161	8200	8472	8842
		2530	38	over 36	7286	7325	7597	7967
F-350 Reg. Cab (4x4) 133 in. wb. (SRW)	9000	1400	16	36 or less	NA	6157	6425	6801

D = Diesel

NA—Engine size not available.

(1) Vertical dimensions are measured from the top surface of the frame at the rear of the cab.

(2) These engines are recommended for F-250 models GVW rated over 3856 kilograms (8500 pounds) and F-350 models that are completed with bodies by subsequent stage manufacturers that add large frontal areas or weights approaching the maximum allowable.

(3) The weights are based on emission limitations only. For purposes of FMVSS/CMVSS conformity only, the maximum unloaded vehicle weight is 3427 pounds and the maximum second unit body weight is 700 pounds.

(4) Frontal area limited to 34.9 sq. ft.

(5) Frontal area limited to 25.4 sq. ft.

NOTE: The maximum weight values of the body installed by the subsequent stage manufacturer and the maximum unloaded vehicle weight values shown in this table are limits for purposes of FMVSS conformity only. Other limits may exist for purposes of emission certification.

VEHICLE DATA

VEHICLE DATA (cont'd)

1983 CHASSIS CAB CURB WEIGHTS

Chassis Cab Models	WB (in.)	GVWR	Base Curb Weight (lbs.)			Max. VCW**
			Front	Rear	Total	
Ranger (4x2) w/4-Spd. Man.	114	4260	1578	855	2433	1825
	114	4400	1580	862	2442	1955
F-250 (4x2) Reg. Cab w/5.0L w/Auto. Trans. or 4-Spd. Man. w/3.73 Ratio Only NA w/AC or in Calif. w/4-Spd. Man.	133	6500	2260	1212	3472	3028
	133	7300	2270	1233	3503	3797
F-250 HD (4x2) Reg. Cab 4.9L/4-Spd. Man.	133	8600	2273	1355	3628	4972
	137	8600	2344	1395	3739	4861
	161	9000	2415	1453	3868	5132
F-250 HD (4x4) Reg. Cab 5.8L/4-Spd. Man.	133	8600	2629	1365	3994	4606
F-350 (4x4) Reg. Cab 5.8L/4-Spd. Man.	133	9000	2659	1391	4050	4950
F-350 (4x2) Reg. Cab 4.9L/4-Spd. Man.	*137	8900	2404	1390	3794	5106
	137	10,000	2340	1570	3914	6086
	137	11,000	2405	1631	4036	6964
	161	10,000	2410	1633	4043	5957
	161	11,000	2476	1690	4166	6834

*5.8L/4-Spd. Man.

**Maximum Vehicle Carrying Weight

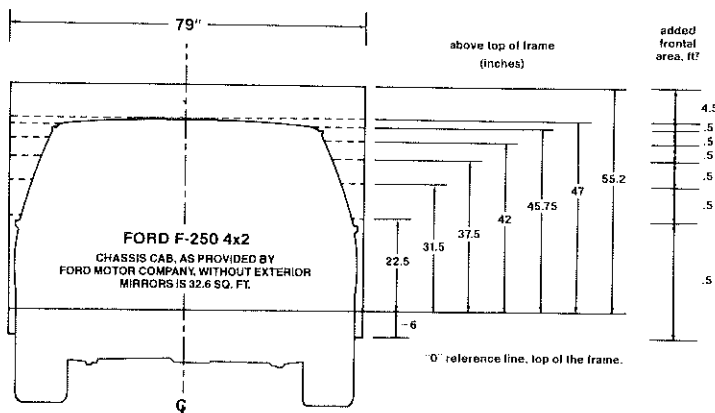
F-250 CHASSIS CAB UNDER 8500 LBS GVWR

The F-250 Chassis Cab under 8,500 lbs. GVWR is subject to more stringent emission standards than units over 8,500 lbs. GVWR. In order to conform to these standards, the total maximum frontal area must not exceed 34.9 sq. ft., and the second unit body weight must be 1100 pounds or less. Additionally,

the frontal area limit must not be exceeded to prevent excessive vehicle road loads that could result in increased warranty claims or poor performance or owner's dissatisfaction. See below for Frontal Area Determination.

F-250 CHASSIS CAB/SECOND UNIT BODY FRONTAL AREA DETERMINATION (UNDER 8500 LBS GVWR)

- The frontal area of the 1983 F-250 (4x2) Chassis Cab (under 8500 pounds GVWR), as provided by FORD MOTOR COMPANY, without exterior mirrors, is 32.6 sq. ft.
- A completed Chassis Cab (service body configuration shown below) with a 79" wide second unit body height of 36" above the top of the frame has a frontal area of 33.7 sq. ft.; a 1.1 sq. ft. increase
- The creation of additional frontal area by the installation of additional equipment (or differing configuration second unit body) must be determined by the subsequent stage manufacturer
- If the sum of these frontal areas (32.6 sq. ft., second unit body and equipment creating additional frontal area) exceeds 34.9 sq. ft., recertification of the emission control system may be required and you are advised to check with the EPA



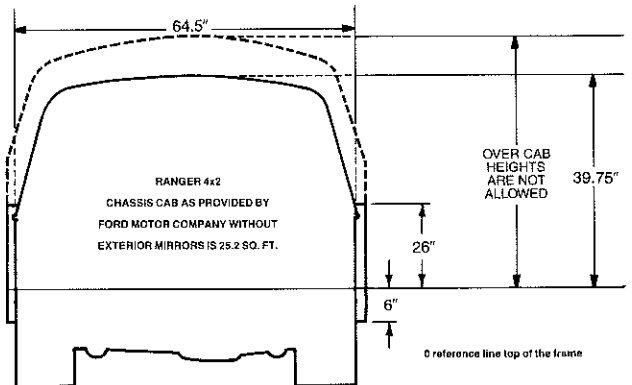
RANGER CHASSIS CAB

All Ranger Chassis Cabs are under 8500 pounds GVWR and are subject to more stringent emission standards than units over 8500 pounds GVWR. In order to conform to these standards, the total maximum frontal area must not exceed 25.4 sq. ft. and the second unit body weight must be 533 pounds or 658 pounds or less. Refer to the Incomplete Vehicle label on

the cover of the Incomplete Vehicle Manual for the maximum weight of the specific vehicle. Additionally, the second unit body weight and frontal area limit must not be exceeded to prevent excessive vehicle road loads that could result in increased warranty claims or poor performance or owner dissatisfaction. See below for frontal area determination.

RANGER CHASSIS CAB/SECOND UNIT BODY FRONTAL AREA DETERMINATION (UNDER 4800 LBS GVWR)

- The frontal area of the 1983 Ranger (4x2) Chassis Cab as provided by Ford Motor Company, without exterior mirrors, is 25.2 sq. ft.
- A completed Chassis Cab (service body configuration shown below) with a 64.5" wide second unit body height of 26" above the top of the frame has a frontal area of 25.4 sq. ft.; a 4.2 sq. ft. increase
- The creation of additional frontal area by the installation of additional equipment (or differing configuration second unit body) must be determined by the subsequent stage manufacturer
- If the sum of these frontal areas (25.2 sq. ft., second unit body and equipment creating additional frontal area) exceeds 25.4 sq. ft., recertification of the emission control system may be required and you are advised to check with the EPA.



ECONOLINE VEHICLES

Deemed to be:

- Incomplete Vehicles for FMVSS purposes
- Complete Vehicles for Emission purposes (except Econoline Cutaway)

1983 ECONOLINE MVSS/EPA COMPLETED CONFIGURATION LIMITS

Models	GVWR Range (lbs.)	Maximum Unloaded Vehicle Weights by Engine Size—Liters			
		4.9L I-6	5.0L V-8	5.8L V-8	6.9L D 7.5L V-8
<ul style="list-style-type: none"> • PDV with the Seat Not Included Option • Cutaway • Van and the Cutaway with the Seat Not Included Option • Van and the Cutaway with the School Bus Body Builder Preparation Package Option • Van with the Ambulance Body Builder Preparation Package Option 					
E-350 Cutaway ⁽¹⁾ 138 in. wb.	8900-10000	6714	NA	8500	8500
E-350 Cutaway 158 in. wb.	9700	NA	NA	8500	8500
E-100 Reg. Van 124 in. wb.	5200	4872	4896	4917	NA
E-100 Reg. Van 138 in. wb.	5200	5376	5403	5423	NA
E-150 Reg. Van 124 in. wb.	5950-6350	4883	4907	4936	NA
E-150 Reg. Van 138 in. wb.	5850-6300	5376	5403	5431	NA
E-150 SuperVan 138 in. wb.	6150	5650	5677	5705	NA
E-250 Reg. Van 138 in. wb.	6750-7500	5654	6900	6900	NA
E-250 SuperVan ⁽²⁾ 138 in. wb.	7900	5882	6900	6900	NA
E-350 Reg. Van ⁽¹⁾ 138 in. wb.	8750-9500	5822	NA	7400	7400
E-350 SuperVan ⁽¹⁾⁽³⁾ 138 in. wb.	9100	5929	NA	7400	7400

D = Diesel

NA = Engine size not available.

(1) For a vehicle ordered with the School Bus Body Builder Preparation Package Option and completed as a school bus, the minimum unloaded vehicle weight is 5600 pounds for single rear wheel models or 6300 pounds for dual rear wheel models.

(2) Not available in California.

(3) 9300 lbs. GVWR not available in California.

NOTE: The maximum unloaded vehicle weight values shown in this Table are limits for purposes of FMVSS conformity only. Other limits may exist for purposes of emission certification.

RANGER PICKUP VEHICLES (with Seat Not Included Option)

Deemed to be:

- Incomplete Vehicles for FMVSS purposes
- Complete Vehicles for Emission purposes

Models	GVWR Range (lbs.)	Maximum Unloaded Vehicle Weights by Engine Size—Liters			
		Four-Cylinder			
		2.0L I-4	2.3L I-4	2.2L (D)I-4	2.8L V-6
Ranger Reg. Cab (4x2) Pickup 108 in. wb.	3760-4360	3017	3082	3296	3170
Ranger Reg. Cab (4x2) Pickup 114 in. wb.	3800-4400	3070	3135	3344	3215
Ranger Reg. Cab (4x4) Pickup 108 in. wb.	4040-4460	NA	3363	NA	3466
Ranger Reg. Cab (4x4) Pickup 114 in. wb.	4080-4500	NA	3411	NA	3514

(D) = Diesel

NA—Engine size not available.

Models equipped with the Snow Plow Preparation Package Option	GVWR Range (lbs.)	Maximum Unloaded Vehicle Weights by Engine Size—Liters	
		2.3L I-4	2.8L V-6
Ranger Reg. Cab (4x4) Pickup 114 in. wb.	4500	3404	3660

NOTE: The maximum unloaded vehicle weight values shown in this table are limits for purposes of conformity only. Other limits may exist for purposes of emission certification.

OTHER INFORMATION

Composite Center of Gravity

The weighted average of the center of gravity for the body and equipment to be installed on a vehicle establishes the composite center of gravity. The vertical center of gravity (V.C.G.) is the point above the top of the frame rails at which the composite weight of the installed body and equipment can be assumed to be concentrated, i.e., half the weight is above this point and half the weight is below this point. The vertical center of gravity is measured behind the cab of a vehicle. For example, if the body weighs 1000 pounds and has a 12-inch vertical center of gravity and the equipment weighs 400 pounds and has a 20-inch vertical center of gravity, the composite center of gravity is figured as follows:

$$\begin{array}{rcl} \text{Body} & 1000 \text{ Lbs.} \times 12'' \text{ V.C.G.} & \\ \text{Equipment} & 400 \text{ Lbs.} \times 20'' \text{ V.C.G.} & \\ \hline & 1400 \text{ Lbs. Total} & \end{array}$$

The body represents 71.4% of the total added weight times its 12" V.C.G. and the equipment is 28.6% of the total added weight times its 20" V.C.G. (see below). In other words 71.4% of the weight has a 12" V.C.G., whereas 28.6% of the weight has a 20" V.C.G. Multiplying the weight percentage times the V.C.G. and then adding the results provides the composite center of gravity.

$$\begin{array}{rcl} 1000 \div 1400 = 71.4\% \times 12'' \text{ V.C.G.} & = & 8.56 \\ 400 \div 1400 = 28.6\% \times 20'' \text{ V.C.G.} & = & 5.72 \\ \hline & & 14.28'' \text{ V.C.G.} \end{array}$$

Typical Second Unit Body (SUB)	SUB Nominal Length	Cab to Axle (C/A) Dimension	Ford Model Chassis Cab
Service Body	6.5'/7'	42.9"	Ranger ⁽³⁾
Stake/Platform	6.5'/7'	42.9"	
Profile Van	6.5'/7'	42.9"	
Service Body	8'	56"	F-250/F-250 HD 133" wb. ⁽¹⁾⁽²⁾ or F-350 133" wb.
Stake/Platform	8'	56"	
Profile Van	8'	56"	
Service Body	9'	60"	F-250 HD 137" wb. ⁽²⁾ or F-350 137" wb.
Service Body w/Hi Top	9'	60"	
Wrecker	9'	60"	
Dump	9'	60"	
Stake/Platform	9'	60"	
Cube Van	9'	60"	
Service Body	11'	84"	F-250 HD 161" wb. ⁽²⁾ F-350 161" wb.
Service Body w/Hi Top	11'	84"	
Ambulance	12'	84"	
Dump	12'	84"	
Stake/Platform	12'	84"	
Cube Van	12'	84"	

(1) For F-250 models under 8500 GVW, the frontal area limit is 34.9 sq. ft.

(2) The 7.5L or 6.9L Diesel (400 cubic inch) is recommended for F-250 models with a GVW rated over 8500 pounds and F-350 models that are completed with bodies by subsequent stage manufacturers that add large frontal areas or weights approaching the maximum allowable.

(3) The frontal area limit is 25.4 sq. ft.

NOTE: Equipment not directly attached to the body should be considered in the composite center of gravity. Examples are Power Take-Off and front bumpers. Such equipment is considered part of the body weight limit. It must be included in the unloaded vehicle weight.

Application vs. Vehicle Specification

Vehicles intended for power take-off (PTO) installation should be limited to F-250 models over 8500 pounds GVWR or F-350

models and ordered with the standard 4-speed transmission (T-18) or (T-19).

SECTION III

INCOMPLETE VEHICLES

VEHICLE NOISE REGULATIONS

EXTERIOR

The Federal Government as well as some states and municipalities have enacted a variety of noise control laws and regulations which apply to motor vehicles sold or offered for sale in and/or operating within their jurisdictions. Listed here, as a guide only, are the states and major municipalities known at the time of this printing, to have noise laws or regulations in effect applicable to the sale of new vehicles ("sales regulations"). However, other localities, not listed may also have sales regulations in effect. Regulations applying only to operation of vehicles within a particular jurisdiction ("user regulations") are not listed with the exception of the Federal Interstate Motor Carrier Operations Standards.* Salesmen should become familiar with the various sales and user regulations as required to alert the individual purchaser. Moreover, the individual purchaser should check and become aware of the regulations, if any, in his immediate area and/or areas within which his vehicle will be operating. The individual purchaser should be sure that the specifications of the vehicles which he orders are appropriate in view of those sales and user noise regulations applicable to his purchase and his anticipated use of those vehicles.

The Reduced Exterior Sound Package RPO for 1983 model Light Trucks (i.e., F100/150/250/350, Bronco, Econoline Van, Econoline Club Wagon and Ranger) is for vehicles sold or offered for sale in areas which regulate sales and is recommended as an aid to compliance for vehicles operated in all areas with user regulations.

Light Truck Models having a GVWR of 10,000# or less that are being ordered from or delivered to areas which regulate sales will normally be equipped by Ford with the Reduced Exterior Sound Package. A dealer in a regulated area may order vehicles without the specified equipment only if the dealer in-

forms Ford in writing that the vehicle is not to be delivered either for registration at an address within that area, or for substantial use within that area.

Light Truck Models over 10,000# GVWR (other than stripped chassis or chassis-cowl type vehicles) which are ordered from or delivered to any area in the U.S. or its territories will without exception be equipped with the Reduced Exterior Sound Package.

Although vehicles listed here which have GVWR's over 10,000 lbs. are designed to comply with the Federal Interstate Motor Carrier Operations Standard, Ford Motor Company does not represent compliance with this standard under the numerous and varying conditions under which such vehicles may be operated. In addition, Ford does not represent compliance of any stripped chassis or chassis-cowl type vehicles with any noise control law or regulation. Because vehicle noise varies with number of tires on total vehicle combination, tire tread pattern, vehicle load, tire wear and the road surface condition, completed vehicles which will have ten or more tires should not be ordered with lug-type tires.

Vehicles to which are made alterations or additions which may increase exterior noise emissions must be ascertained to comply with the applicable noise standards after the modifications have been completed.

The Federal Interstate Motor Carrier Operations Standards, which are applicable to all motor carrier vehicles engaged in interstate commerce having a gross vehicle weight rating or gross combination weight rating in excess of 10,000 lbs. prescribe the following limits for exterior noise all as measured under the test conditions specified by the Standards (40 CFR Part 202; see also 49 CFR Part 325):

- (a) 86dB(A) at 35 mph or less
- (b) 90dB(A) over 35 mph
- (c) 88dB(A) when stationary

**EXTERIOR NOISE REGULATIONS
APPLICABLE TO SALE OF NEW VEHICLES (1)**

Effective 1-1-78 the U.S. Environmental Protection Agency Federal Noise Emission Standards for Medium and Heavy trucks in excess of 10,000 pounds GVWR (40 CFR § 205.52) preempted all those state and local noise regulations (a) applicable to the sale of such new vehicles manufactured after 1-1-78, and (b) not identical to the federal standards. These federal standards, which set a maximum sound emission level of 83dB(A) as measured by the prescribed procedure, are effective in all states, the District of Columbia, Puerto Rico, Virgin Islands, American Samoa, Guam, and the Trust Territory of the Pacific Islands (including the Northern Mariana Islands).

Legislated Area		EXTERIOR NOISE REGULATIONS ⁽²⁾		
		Lowest GVWR Limit for Heavy Duty Truck Class	Max. Noise Level—dB(A)	
			Lt. Duty Truck & Pass. Car ⁽³⁾	Heavy Duty Truck 10,000 lbs. or less
STATES	CALIFORNIA	8501	80	80
	COLORADO	6000	84	86
	FLORIDA	10001	80	
	MARYLAND	10001	80	
	MICHIGAN	8500	80	83
	MINNESOTA	10001	80	
	NEBRASKA	10000	—	80 ⁽⁷⁾
	NEVADA	6000	84	86
	OREGON ⁽⁴⁾	10001	80	
	WASHINGTON	10001	80	
CITIES & COUNTIES	BARRINGTON, IL	8000	75 ⁽⁶⁾	80 ⁽⁶⁾
	BOSTON, MA	10001	80	
	CHICAGO, IL	10001	78	—
	COOK COUNTY, IL	10001	80	
	DES PLAINES, IL	10000	80	84
	GRAND RAPIDS, MI	10001	80	84
	WASHINGTON, D.C.	10001	80	
Canada ⁽⁵⁾		6001	80	83

(1) The following list is incomplete. Ford Motor Company is not responsible for the accuracy of this list. Noise Regulations are subject to change by the jurisdictions issuing them.

(2) Test Procedure for Light Duty Trucks and Pass. Cars based on SAE J986a; Heavy Duty Truck based on SAE J366b.

(3) Club Wagons and Broncos classified as Pass. Cars in some areas.

(4) Model Year effective date.

(5) The maximum exterior noise levels are 80dB(A) for light duty vehicles GVWR of 6000 Lbs. or less, 83dB(A) for heavy duty vehicles with a GVWR between 6001 and 10,000 Lbs. GVWR (based on SAE J986a), and 83dB(A) for heavy duty trucks and buses with a GVWR of more than 10,000 Lbs. (based on SAE J366b). For details see SOR/79-115, Canada Gazette Part II, Vol. 113, No. 3 pages 493-494, February 14, 1979.

(6) The City of Barrington has stated that it plans not to enforce the city's new motor vehicle noise requirements.

(7) Diesel only.

VEHICLE NOISE REGULATIONS

INTERIOR

SPECIFICATIONS FOR INTERIOR NOISE WHEN BMCS (INTERSTATE COMMERCE) SERVICE IS INDICATED

The Federal Interstate Motor Carrier interior noise standard (49CFR § 393.94) is applicable to all motor carrier vehicles over 10,000 lbs. GVWR, which are engaged in interstate commerce. This standard requires that the interior sound level at the driver's seating position of any such vehicle not exceed 90dB(A) when measured in accordance with the test procedure set forth in 49CFR § 393.94(c). As an aid to compliance with the standard the appropriate noise option has been made mandatory for purchase of vehicles to which the standard applies.

Ford Motor Company does not represent compliance with the Federal Interstate Motor Carrier interior noise standard by stripped chassis, cut away or chassis-cowl type vehicles.

Vehicles to which are made alterations or additions which may increase interior sound levels must be ascertained to comply with the interior noise regulation after the modifications have been completed.

CANADIAN INTERIOR NOISE REGULATION

Trucks and buses over 10,000 lb. GVWR manufactured for use in Canada must meet the interior noise standard of the Canada Motor Vehicle Safety Standards (Section 1106 (2)), which specifies that the interior sound level at the driver's seating position shall not exceed 90dB(A), when measured in accordance with the test procedure set forth in Section 1106(2). For details see SOR 79-115 Canada Gazette Part II, Pages 494-495, February 14, 1979. Ford Motor Company does not represent compliance with the regulation by stripped chassis vehicles, chassis-cowl vehicles or vehicles with cut-away operators' compartment.

Vehicles to which are made alterations or additions which may increase interior sound levels must be ascertained to comply with the standard after the modifications have been completed. The base offering for compliance is the 83dB (a) Exterior Noise Package.

NOISE CONTROL MODIFICATIONS

All new Ford Motor Company light, medium and heavy trucks, over 10,000 lbs. GVWR (other than stripped chassis and chassis cowl) manufactured for use in the United States are designed to comply with the U.S. Environmental Protection Agency's Medium and Heavy Truck Noise Emission Standards (40 CFR Part 205). Information pertinent to these noise emission standards appears in the Ford Truck Owners Guide

supplied with each Ford vehicle. Sections of the Guide that specifically relate to the Federal noise regulations are:

1. A statement entitled "Tampering with Noise Control System Prohibited," prescribed by Environmental Protection Agency regulation (40 CFR § 205.58-2(d), and a list of acts furnished by the Agency, commission of any of which is presumed by the Agency to constitute tampering (Tampering List),
2. Instructions for the maintenance, use and repair of the vehicle to minimize noise emission degradation* and
3. A section reserved for recording what maintenance was done, by whom, where and when.

*For trucks powered by diesel engines, the engine manufacturer's operation and maintenance manual, supplied with the vehicle, should also be consulted.

In planning vehicle modifications, the Tampering List should be consulted to identify those parts or systems the alteration or removal of which are most likely to affect the truck's compliance with the Noise Emission Standards. In addition, prospective modifiers should consider whether other contemplated modifications, not mentioned in the Tampering List, may increase the noise emissions of the truck to an impermissibly high level. The Federal regulations require regulated trucks completed by a subsequent stage manufacturer for use in the United States to conform to these standards. The Federal Noise Control Act of 1972 as amended provides civil penalties for distribution in commerce by a manufacturer of non-complying trucks, and criminal penalties where such distribution is willful or knowing. Advice concerning compliance with noise regulations should be obtained from your legal counsel.

A compliance label (see sample below) is affixed to each light, medium or heavy Ford Truck regulated by the Federal Noise Regulations.

VEHICLE NOISE EMISSION CONTROL INFORMATION



FORD MOTOR COMPANY *

This Vehicle Conforms to U.S. EPA Regulations for Noise Emission Applicable to Medium and Heavy Trucks.

The following acts or the causing thereof by any person are prohibited by the Noise Control Act of 1972: (A) The removal or rendering inoperative, other than for purposes of maintenance, repair, or replacement, of any noise control device or element of design (listed in the owner's manual) incorporated into this vehicle in compliance with the Noise Control Act; (B) The use of this vehicle after such device or element of design has been removed or rendered inoperative.

SAMPLE
*Year of Mfr.

SECTION IV

INCOMPLETE VEHICLES

VEHICLE EMISSION CONTROL REGULATIONS

All new 1983 Ford Motor Company trucks, vehicles, and engines are certified by the U.S. Environmental Protection Agency or by the California Air Resources Board (CARB) for compliance with applicable government emission control regulations. A copy of the appropriate Ford Truck Owner's or Operator's Manual must be installed in every vehicle prior to sale to the ultimate purchaser in order to provide emission systems warranty and maintenance schedules. Every vehicle that is to be delivered for sale or use in California must be certified by the CARB and where required must have an appropriate window Emission Decal installed prior to sale. Any modification of any emission control system is subject to the applicable penalties of Federal law (U.S.) and the laws of some states regardless of whether sale and delivery to the ultimate purchaser has occurred.

In Canada, any modification of the emission control system is subject to applicable penalties prescribed by Federal or Provincial laws. (Light Duty Trucks 6000# GVW and under, Heavy Duty Engines over 6000# GVW.)

Further, to avoid any question of certification coverage, approval of any modification, revision or removal of components must be obtained from the Environmental Protection Agency by the manufacturer making such modification, revision, or removal prior to distribution, sale, offering for sale, introduction, or delivery for introduction of the subject vehicle into U.S. commerce. Additionally, the manufacturer making such modification, revision or removal must obtain approval from the CARB if the new vehicle will be delivered for sale or use in the State of California. **FOR PURPOSES OF GOVERNMENT REGULATION, A BODY BUILDER, INSTALLER, OR ANY OTHER SUBSEQUENT MANUFACTURER MAY BE CONSIDERED A MANUFACTURER.** For the purpose of guidance, the parts or systems listed below may affect the emission certification coverage although they are not necessarily covered by the emission warranties under the Clean Air Act or California warranty laws. Advice concerning compliance with U.S. and foreign emission standards and regulations should be obtained from your legal counsel.

LIGHT DUTY VEHICLES/LIGHT DUTY TRUCKS/ MEDIUM DUTY VEHICLES 7/10/

- Includes: Passenger Car, Station Wagon, Ranger, Econoline, Bronco, and F-Series Trucks (0 thru 8500# GVW for Federal and California; 0 thru 6000# GVW for Canada).
- Engine Assembly
- Air Intake System Including Air Cleaner, Duct, Valve, Heat Stove and Cold Air Inlet Tube
- All EGR, Catalytic Converter(s), Thermactor, or any other emission control system components 1/ 5/
- Transmission including Vacuum Control System 2/
- Axle Ratio
- Tire Size (other than available options)
- Fuel Pump and Lines
- Fuel Tank 3/ 6/
- Fuel Economy Rating (as printed on vehicle invoice)9/
- Filler and Vent Tube Assembly and Hose 3/ 4/ 6/
- Vapor Control Orifice and/or Float Valve Assembly 3/
- Vapor Control Orifice Seal 3/
- Vapor Delivery Lines/Hoses/Clamps 3/
- Fuel Vapor Purge Line 3/
- Fuel Filler Pipe, Cap and Surrounding Sheet Metal 3/ 4/ 6/
- Carbon Canister(s) and Hoses 3/
- Exhaust Inlet and Outlet Pipe and Attaching Nuts 1/ 4/
- Exhaust System Joint Clamps/Suspension/Bracket Assemblies 1/
- Muffler 1/ 5/
- Tailpipe 1/ 5/
- Emission Decal—Window (California only)

- Emission Control Information Label 8/
- Unleaded Fuel Label (body)
- Unleaded Fuel Warning on Instrument Cluster

HEAVY-DUTY ENGINE VEHICLES—GASOLINE POWERED 7/ AND DIESEL POWERED

- Includes all vehicles not in the light-duty categories or California medium duty vehicle category.
- Engine Assembly
- Fuel System (Fuel pump through carburetor)
- Air Intake System, including Air Cleaner, Duct, Valve, Heat Stove and Cold Air Inlet Tube
- All IMCO, EGR, Catalytic Converter(s), Thermactor or any other emission control system components 1/ 5/
- Exhaust inlet and Outlet Pipes 1/ 5/
- Muffler 1/ 5/
- Tailpipe 1/ 5/
- Emission Decal—Window (California only)
- Emission Control Label 8/

All gasoline powered units to be registered first in California require an evaporative emission control system. Damage to or mislocation of any elements of the following evaporative emission control system may render the system inoperative, may invalidate the vehicle emission control system certification and may result in the release of flammable gasoline fumes.

- Fuel Tank 3/ 6/
- Fuel Filler Pipe and Vent Tube Assembly, Hose, Cap and surrounding sheet metal 3/ 4/ 6/
- Vapor Control Orifice Seal 3/
- Vapor Delivery Lines/Hoses/Clamps 3/
- Fuel Vapor Purge Line 3/
- Carbon Canister(s) and Hoses 3/

HIGH ALTITUDE

U.S.E.P.A. regulations for 1982 and 1983 model years contain unique emission certification requirements for light duty vehicles and light duty trucks that will be sold or delivered to customers for principal use above 4000 feet (1219 meters). Certain new vehicles cannot be sold to customers who intend to use them principally at high altitudes. **TO AVOID ANY QUESTION OF CERTIFICATION COVERAGE, ORDERS SHOULD SPECIFY WHETHER A HIGH ALTITUDE EMISSION SYSTEM OR A NON-HIGH ALTITUDE EMISSION SYSTEM IS REQUIRED.**

If it is necessary to convert a new Non-High Altitude Vehicle for principal use at High Altitude, a list of corresponding High and Low Altitude Engine Calibrations is available free of charge from your local Ford dealer. Service Publications indicate how to modify vehicles to conform with appropriate High or Low Altitude U.S.E.P.A. regulations.

Instructions are also available free of charge from your local Ford dealer to modify heavy duty engines for improved vehicle performance at High Altitude.

FUEL VAPOR RECOVERY

The California Air Resources Board has adopted regulations ("Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks") requiring that all 1977 and later model year gasoline-powered motor vehicles offered for sale in that state meet certain specifications for fill pipes and fuel tank openings.

Instructions are provided for completing the vehicle to conform with the California Fuel Vapor Recovery Requirements.

VEHICLE EMISSION CONTROL REGULATIONS (cont'd)

FRONTAL AREA AND CURB WEIGHT CONSIDERATIONS

U.S. EPA and CARB emission regulations for incomplete vehicles 3856 kilogram (8500 pounds) GVWR or less provide that the completed vehicle will not have to be recertified by the body builder, installer or subsequent manufacturer so long as these persons comply with maximum completed frontal area and maximum completed vehicle curb weight restrictions specified by Ford for the completed vehicle. Furthermore, fuel economy ratings have been established by EPA for all 1983 model incomplete light duty trucks and medium duty vehicles which are also contingent upon compliance with the maximum completed frontal area and maximum completed vehicle curb weight. This frontal area and curb weight information can be found on the Vehicle Emission Control Information decal which is located in the engine compartment. This engine label reflects the maximum curb weight as certified by EPA (i.e. basic curb weight plus the weight of options greater than 33% installation rate for a car line within an engine-system combination) and does not reflect the curb weight limit of vehicles equipped with options in addition to those counted in the EPA reported maximum curb weight (which only includes weight of 33% options). For F-250 and Ranger Chassis Cab light duty trucks, the label attached to the cover of the Incomplete Vehicle Manual indicates the maximum frontal area also, and the maximum second unit body weight, which is the weight that may be added without requiring recertification or establishing new fuel economy values. (In other words, the maximum second unit body weight indicates the weight that may be added without exceeding the maximum completed curb weight.) It is the responsibility of the body builder, installer or subsequent manufacturer to ensure that the maximum completed vehicle curb weight and frontal area specified by Ford are not exceeded. If these restrictions are exceeded, the body builder, installer or subsequent manufacturer may be considered a manufacturer for purposes of complying with federal, California, and/or Canadian exhaust and evaporative emissions requirements, and federal fuel economy standards, labeling and certain other requirements. For incomplete vehicles over 8500# GVWR the emission and fuel economy laws do not specify maximum completed curb weights and frontal areas.

- 1/ Some 1981 model trucks of Ford Motor Company may exhibit higher engine compartment and exhaust system temperatures in some operating modes than in previous model years. Components, including exhaust heat shielding systems, have been installed on some vehicles in our assembly plants in an effort to provide greater protection against such temperatures. Subsequent manufacturers are responsible for providing thermal protection for any structure and/or equipment added to the vehicle and should not remove any (e.g. underbody heat shields) components and/or exhaust heat shielding installed on the vehicles by Ford.
- 2/ PTO may be installed (see footnote 5/).
- 3/ If a subsequent manufacturer desires to modify or add to the evaporative emission control system, or add permanent gasoline fuel tank(s) and an evaporative emission control system to a vehicle required to have an evaporative emission control system, the subsequent manufacturer is responsible for installing an appropriate evaporative emission control system. Environmental Protection Agency (EPA) approval for light duty vehicles and light duty trucks and California Air Resources Board (CARB) approval for all vehicle categories which will be delivered for sale and use in California must be obtained by the subsequent manufacturer for any evaporative emission control system installed or modified by the subsequent manufacturer.

- 4/ Any rerouting or change in materials cannot be made unless approval is obtained from the California Air Resources Board (CARB) and/or the U.S. Environmental Protection Agency (EPA). Unleaded fuel inlet restrictions and labels may not be removed.
- 5/ The backpressure at the exhaust manifold **must not** be changed, and vehicle noise intensity (dbA) **must not** be allowed to increase (See Noise Control Section on pages 8, 9). Catalytic converters **must not** be relocated.
- 6/ **Must not** be altered such that CARB fuel vapor recovery regulations are not met.
- 7/ For important information regarding radio frequency interference (RFI), see radio Frequency Interference Section. Note particularly that Canada has RFI regulations.
- 8/ To meet California emission certification regulations, the Emission Control Information (tune-up) label must be welded, riveted or otherwise permanently attached to an area within the engine compartment or to the engine in such a way that it will be readily visible to the average person after installation of the engine in a vehicle. In selecting an acceptable location, the manufacturer shall consider the possibility of accidental damage (e.g., possibility of tools or sharp instruments coming in contact with the label). The label shall be affixed in such a manner that it cannot be removed without destroying or defacing the label, and shall not be affixed to any part which is likely to be replaced during the vehicle's useful life. For motorcycles, passenger cars, light-duty trucks, and medium-duty vehicles, the label shall not be affixed to any equipment which is easily detached from the vehicle. As used in these specifications, readily visible to the average person shall mean that the label shall be readable from a distance of eighteen inches (46 centimeters) without any obstructions from vehicle or engine parts (including all manufacturer available optional equipment) except for flexible parts (e.g., vacuum hoses, ignition wires). Alternatively, information required by these specifications to be printed on the label shall be no smaller than 8 point type size provided that no vehicle or engine parts, (including all manufacturer available optional equipment), except for flexible parts, obstruct the label. The label and any adhesives used shall be designed to withstand for the vehicle's total expected life, typical vehicle environmental conditions in the area where the label is attached. Typical vehicle environmental conditions shall include, but are not limited to, exposure to engine lubricants and coolants (e.g., gasoline, motor oil, brake fluids, water, ethylene glycol), underhood temperatures, steam cleaning, and paints or paint solvents.
- To meet United States Environmental Protection Agency regulations, the Emission Control Information (tune-up) label must be affixed in a readily visible location. When the tune-up label is supplied detached from the engine (with the operator's manual), it must be permanently mounted in a readily visible location to meet the preceding requirements. In addition, whether the label is already affixed or to be affixed, no components shall be installed which visibly obscure the label in any way such that the preceding requirements are not satisfied.
- 9/ May not be removed until after sale to ultimate customer. Also see Frontal Area and Curb weight consideration (above).
- 10/ Instructions for High Altitude Performance adjustments are available free of charge from your local Ford dealer.

VEHICLE EMISSION CONTROL REGULATIONS (cont'd)

LABEL LANGUAGE USAGE

NOTE: The Above Label is Used as Applicable with the Compliance Usage Listed Below:

- 49 State/Low Altitude/Non Exempt or for Voluntary Compliance/LDT (with corresponding H.A. calibration).
"This vehicle conforms to U.S. regulations applicable to 1983 model year new motor vehicles. Compliance demonstrated and designed for principal use below 4000 feet. For new vehicle compliance above 4000 feet, see service publications."
- 49 State/Low Altitude/Exempt/LDV/LDT
"This vehicle conforms to U.S. E.P.A. regulations applicable to 1983 model year new motor vehicles. Compliance demonstrated and designed for principal use below 4000 feet. This vehicle is exempt from demonstrating compliance and the emissions performance warranty does not apply above 4,000 feet."

- 49 State/All Altitude/Non Exempt/LDV/LDT (automatic compensation or no required calibration modifications only).
"This vehicle conforms to U.S. E.P.A. regulations applicable to 1983 model year new motor vehicles. Compliance demonstrated both above and below 4000 feet."
- 49 State/High Altitude/Non Exempt/LDV/LDT.
"This vehicle conforms to U.S. E.P.A. regulations applicable to 1983 model year new motor vehicles. Compliance demonstrated and designed for principal use above 4000 feet. For new vehicle compliance below 4000 feet, see service publications."
- This vehicle conforms to U.S. E.P.A. and California Regulations applicable to 1983 model year new motor vehicles introduced into commerce solely for sale in California.
- This vehicle conforms to U.S. E.P.A. and California Regulations applicable to 1983 model year new motor vehicles. Compliance demonstrated both above and below 4000 feet.

California—All Trucks 8500 Lbs. GVWR and Under—Typical Format

Federal (49S)—All Trucks 8500 Lbs. and Under—Typical Format

Canada—All Trucks 6000 Lbs. GVWR and Under—Typical Format⁽¹⁾

⁽¹⁾ Bilingual Labels without Vacuum Hose Routing are used on Vehicles for the Province of Quebec and on calibrations Sold Exclusively in Canada

FORD MOTOR COMPANY		
VEHICLE EMISSION CONTROL INFORMATION		
<p>SET PARKING BRAKE AND BLOCK WHEELS. MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE. ACCESSORIES AND HEADLIGHTS OFF. PUT AIR CLEANER IN POSITION WHEN CHECKING ALL ENGINE SPEEDS.</p> <p>IGNITION TIMING DISCONNECT AND PLUG DISTRIBUTOR VACUUM HOSE WITH TRANS. IN NEUTRAL. ADJUST TIMING TO SPEC. RPM MAY REQUIRE 1 MOSE.</p> <p>FAST IDLE DISCONNECT AND PLUG FORCE CY VACUUM HOSE AND FOR FUEL VACUUM HOSE. PUT FAST IDLE SCREW ON ADJUSTING STOP OF FAST IDLE CAN AND ADJUST TO: RPM WITH TRANS. IN NEUTRAL. RPM FOR VEHICLE WITH LESS THAN 100 MILES. RECONNECT MOSES.</p> <p>CURB IDLE A/C ON. PLACE A/C SELECTOR TO MAX. COOLING POSITION. BLOWER SWITCH ON HIGH. DISCONNECT THE A/C ELECTRO MAGNETIC CLUTCH WITH TRANS. IN. ADJUST TO: RPM BY TURNING A/C SOLENOID. RECONNECT A/C CLUTCH. RPM FOR VEHICLE WITH LESS THAN 100 MILES.</p>	<p>CURB IDLE A/C OFF AND WITH A/C. WITH ANTI-DIESELING TSP EXTENDED DASHPOT COLLAPSED AND TRANS. IN. ADJUST TO: RPM BY TURNING DASHPOT. RPM FOR VEHICLE WITH LESS THAN 100 MILES.</p> <p>TSP OFF. MANUALLY COLLAPSE TSP BY PUSHING ON THE THROTTLE SHAFT LEVER UNTIL THE UPPER ADJUSTING SCREW CONTACTS THE CARBURETOR BODY WITH TRANS. IN NEUTRAL. ADJUST TO: RPM BY TURNING UPPER ADJUSTING SCREW.</p> <p>IF MAX ADJUSTMENT IS MADE, CHECK ADJUST BOWL. TSP SETTING SEE SHOP MANUAL.</p> <p>SEE SHOP MANUAL FOR CHOKE AND IDLE MATURE ADJUSTMENT INFORMATION.</p>	<p>THIS VEHICLE CONFORMS TO U.S. E.P.A. REGULATIONS APPLICABLE TO 1983 MODEL YEAR NEW MOTOR VEHICLES. COMPLIANCE DEMONSTRATED AND DESIGNED FOR PRINCIPAL USE BELOW 4000 FEET. FOR NEW VEHICLE COMPLIANCE ABOVE 4000 FEET, SEE SERVICE PUBLICATIONS.</p>
<p>ENGINE DISPLACEMENT: 000</p> <p>CATALYST</p>	<p>SPARK PLUG: LITER</p>	<p>QAP</p>

All Trucks—Typical Format in Quebec

EMISSION IDLE TEST PROCEDURE ANALYSE DES EMISSIONS AU RALENTI	
<p>PRECEDE ANY MEASUREMENT OF IDLE EMISSIONS BY TURNING OFF IGNITION, RESTARTING AND OPERATING ENGINE AT 2500 ± 300 RPM FOR 30 SECONDS. MEASURE IDLE EMISSIONS WITHIN 30 SECONDS AFTER RETURNING TO IDLE.</p> <p>AVANT TOUTE MESURE DES EMISSIONS AU RALENTI, COUPEZ LE CONTACT, PUIS REDEMARREZ LE MOTEUR ET FAITES-LE TOURNER A 2500 ± 300 TR/MN PENDANT 30 SECONDES. MESUREZ LES EMISSIONS AU RALENTI DURANT LES 30 SECONDES QUI SUIVENT LE RETOUR DU MOTEUR AU RALENTI</p>	
	E2AE-9H483-AA

NON-CATALYST		VEHICLE EMISSION CONTROL INFORMATION		CONTROLE DES EMISSIONS DE GAZ D'ECHAPPEMENT		SANS CATALYSEUR	
ENGINE DISPLACEMENT: 000	TRANSMISSION/GEAR: AUTO	IGNITION TIMING: 000	FAST IDLE RPM: 000	FAST IDLE RPM: 000	FAST IDLE RPM: 000	FAST IDLE RPM: 000	FAST IDLE RPM: 000
<p>SET PARKING BRAKE AND BLOCK WHEELS. MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE. ACCESSORIES AND HEADLIGHTS OFF. PUT AIR CLEANER IN POSITION WHEN CHECKING ALL ENGINE SPEEDS.</p> <p>IGNITION TIMING DISCONNECT AND PLUG DISTRIBUTOR VACUUM HOSE. PUT FAST IDLE SCREW ON ADJUSTING STOP OF FAST IDLE CAN AND ADJUST TO: RPM WITH TRANS. IN NEUTRAL. RPM FOR VEHICLE WITH LESS THAN 100 MILES. RECONNECT MOSES.</p> <p>CURB IDLE A/C ON. PLACE A/C SELECTOR TO MAX. COOLING POSITION. BLOWER SWITCH ON HIGH. DISCONNECT THE A/C ELECTRO MAGNETIC CLUTCH WITH TRANS. IN. ADJUST TO: RPM BY TURNING A/C SOLENOID. RECONNECT A/C CLUTCH. RPM FOR VEHICLE WITH LESS THAN 100 MILES.</p>	<p>TRANSMISSION/GEAR: AUTO</p>	<p>IGNITION TIMING: 000</p>	<p>FAST IDLE RPM: 000</p>	<p>FAST IDLE RPM: 000</p>	<p>FAST IDLE RPM: 000</p>		
<p>THIS ENGINE CONFORMS TO U.S. E.P.A. REGULATIONS APPLICABLE TO 1983 MODEL YEAR NEW MOTOR VEHICLES. COMPLIANCE DEMONSTRATED AND DESIGNED FOR PRINCIPAL USE BELOW 4000 FEET. FOR NEW VEHICLE COMPLIANCE ABOVE 4000 FEET, SEE SERVICE PUBLICATIONS.</p>	<p>TRANSMISSION/GEAR: AUTO</p>	<p>IGNITION TIMING: 000</p>	<p>FAST IDLE RPM: 000</p>	<p>FAST IDLE RPM: 000</p>	<p>FAST IDLE RPM: 000</p>		
E2AE-9C485-000	TRANSMISSION/GEAR: AUTO	IGNITION TIMING: 000	FAST IDLE RPM: 000	FAST IDLE RPM: 000	FAST IDLE RPM: 000		

FORD MOTOR COMPANY		ENGINE EXHAUST EMISSION CONTROL INFORMATION	
ENGINE FAMILY: 000	ENGINE DISPLACEMENT: 000	TRANSMISSION/GEAR: AUTO	IGNITION TIMING: 000
SPARK PLUG: LITER	FAST IDLE RPM: 000	FAST IDLE RPM: 000	FAST IDLE RPM: 000
<p>SET PARKING BRAKE AND BLOCK WHEELS. MAKE ALL ADJUSTMENTS WITH ENGINE AT NORMAL OPERATING TEMPERATURE. ACCESSORIES AND HEADLIGHTS OFF.</p> <p>IGNITION TIMING DISCONNECT AND PLUG DISTRIBUTOR VACUUM HOSE. PUT FAST IDLE SCREW ON ADJUSTING STOP OF FAST IDLE CAN AND ADJUST TO: RPM WITH TRANS. IN NEUTRAL. RPM FOR VEHICLE WITH LESS THAN 100 MILES. RECONNECT MOSES.</p> <p>CURB IDLE A/C ON. PLACE A/C SELECTOR TO MAX. COOLING POSITION. BLOWER SWITCH ON HIGH. DISCONNECT THE A/C ELECTRO MAGNETIC CLUTCH WITH TRANS. IN. ADJUST TO: RPM BY TURNING A/C SOLENOID. RECONNECT A/C CLUTCH. RPM FOR VEHICLE WITH LESS THAN 100 MILES.</p>	<p>TRANSMISSION/GEAR: AUTO</p>	<p>IGNITION TIMING: 000</p>	<p>FAST IDLE RPM: 000</p>
<p>THIS ENGINE CONFORMS TO U.S. E.P.A. REGULATIONS APPLICABLE TO 1983 MODEL YEAR NEW MOTOR VEHICLES. COMPLIANCE DEMONSTRATED AND DESIGNED FOR PRINCIPAL USE BELOW 4000 FEET. FOR NEW VEHICLE COMPLIANCE ABOVE 4000 FEET, SEE SERVICE PUBLICATIONS.</p>	<p>TRANSMISSION/GEAR: AUTO</p>	<p>IGNITION TIMING: 000</p>	<p>FAST IDLE RPM: 000</p>
E2AE-9C485-000	TRANSMISSION/GEAR: AUTO	IGNITION TIMING: 000	FAST IDLE RPM: 000

All Trucks over 8500 lbs. GVWR that meet California Air Resources Board and U.S. Environmental Protection Agency Requirements—Typical Format⁽²⁾

⁽²⁾ Used with California and 49 States Decals—As Applicable.

VEHICLE EMISSION CONTROL REGULATIONS (cont'd)


WINDOW DECAL—DIESEL
California

California—All Trucks over 8500 Lbs. GVWR— Typical Format

<i>Texas</i> EXHAUST EMISSION CONTROL INFORMATION				
CALIFORNIA EXHAUST EMISSION CONTROL STANDARDS APPLICABLE TO THE NEW HEAVY DUTY ENGINE IN THIS MODEL YEAR VEHICLE ARE:				
ALTERNATE NO. 1				
HC + NOx	5 GRAMS PER B.H.P.-HOUR			
HYDROCARBONS PLUS OXIDES OF NITROGEN				
CO	25 GRAMS PER B.H.P.-HOUR			
- CARBON MONOXIDE				
ALTERNATE NO. 2				
HC	1.0 GRAMS PER B.H.P.-HOUR			
- CARBON MONOXIDE				
CO	25 GRAMS PER B.H.P.-HOUR			
HC + NOx	5.0 GRAMS PER B.H.P.-HOUR			
HYDROCARBONS PLUS OXIDES OF NITROGEN				
THE EXHAUST EMISSION LEVELS LISTED ABOVE ARE THE HIGHEST ACTUAL LEVELS MEASURED FROM PRODUCTION ENGINES FOR EACH ENGINE FAMILY AND SUBMITTED TO THE CALIFORNIA AIR RESOURCES BOARD.				
THE EMISSION LEVEL APPLICABLE TO THE ENGINE IN THIS VEHICLE CAN BE DETERMINED BY COMPARING THE ENGINE FAMILY SPECIFIED ON THE ENGINE EMISSION CERTIFICATE LABEL WITH THE ENGINE TEST PARALLEL WITH THE EMISSION LEVELS LISTED BELOW.				
ALTERNATE NO. 1		ALTERNATE NO. 2		
ENGINE FAMILY	HC + NOx	CO	HC	CO - HC + NOx
	25	25	1.0	25
PART NO.				

WINDOW DECALS—GASOLINE

California—All Trucks 8500 Lbs. GVWR and Under

	<h1>EXHAUST EMISSION CONTROL INFORMATION</h1>
<p>THIS VEHICLE HAS BEEN TESTED UNDER AND CONFORMS TO CALIFORNIA ASSEMBLY-LINE TEST REQUIREMENTS FOR THE 1983 MODEL YEAR</p>	
<p>CALIFORNIA EXHAUST EMISSION CONTROL STANDARDS APPLICABLE TO THIS 1983 MODEL YEAR NEW MOTOR VEHICLE</p>	
VEHICLE TYPE	NM HC THC CO NOx
PASSENGER CAR (GASOLINE)	.39 .41 7.0 0.7 GRAMS/MILE
LDT, MDV (GASOLINE) 0-3999 IW	.39 .41 9.0 1.0 GRAMS/MILE
LDT, MDV (DIESEL) 0-3999 IW	.46 - 10.6 1.0 GRAMS/MILE
LDT, MDV (GASOLINE) 4000-5999 IW	.50 .50 9.0 1.0 GRAMS/MILE
MDV (GASOLINE) 6000-8500 IW	.60 .60 9.0 1.5 GRAMS/MILE
<p>PART NO. E3AE-6D090-AA</p>	

TYPICAL INCOMPLETE VEHICLE LABEL—49 STATES

FORD MOTOR COMPANY VEHICLE EMISSION CONTROL INFORMATION		EVAPORATIVE FAMILY IS ZDC SINGLE TANK ZDC DUAL TANK	
CATALYST			
ENGINE FAMILY: CPMS,CPAFA-1 EGR/AIR/PC ENGINE DISPLACEMENT: 5.0L TRANS: MAN SHIFT SCHED: _____ NEUTRAL DRIVE _____ IGNITION TIMING*BTDC: 8 RPM FOR TIMING RPM-MAX: 800 RPM 1000 FAST IDLE: HIGH CAM 2000 RPM IDLE: KICKDOWN RPM CURB IDLE RPM: 700 RPM 650		SPARK PLUG: AFS-42 GAP: 0.42-0.46 SET PARKING BRAKE AND BLOCK WHEELS. DISCONNECT AUTOMATIC BRAKING BRAKE RELEASE (IF SO EQUIPPED) HAVE ALL SYSTEMS WITH ENGINE AT NORMAL OPERATING TEMPERATURE ACCESSORIES AND HEADLIGHTS OFF. PUT AIR CLEANER IN POSITION WHEN CHECKING ALL ENGINE SPEEDS. IGNITION TIMING: DISCONNECT AND PLUG VACUUM ADVANCE HOSE AT DISTRIBUTOR. CHECK/ADJUST TIMING. RECONNECT VACUUM HOSE. FAST IDLE-DVP (DISCONNECT AND PLUG) VACUUM HOSES AT THE GOR VALVE. DVP VACUUM HOSES AT THE INJECTOR AIR BY PASS VALVE. DVP VACUUM HOSE AT THE PUMP/VALVE. PUT FAST IDLE FORK ON SPECIFIED STEP OF FAST IDLE CAM. CHECK/ADJUST RPM. RECONNECT GOR AND PUMP/VALVE VACUUM HOSES.	
DASH/TOOT CLEARANCE: 090-120 THIS VEHICLE CONFORMS TO U.S.F.R.A. REGULATIONS APPLICABLE TO 1981 MODEL YEAR NEW MOTOR VEHICLES WHEN COMPLETED AT A MAXIMUM CURB WEIGHT OF 5000 POUNDS AND A MAXIMUM FRONTAL AREA OF 34.5 SQUARE FEET. *SEE DISCONNECTED AND DESIGNED FOR PRINCIPAL USE BELOW ADD 500 FEET. SEE SERVICE PUBLICATIONS		CURB IDLE-CHECK/ADJUST RPM. USE CURB IDLE SCREW TO ADJUST RPM. RECONNECT INJECTOR VACUUM HOSE. CHECK/ADJUST DASH/TOOT CLEARANCE (IF SO EQUIPPED) IF EQUIPPED WITH CO TRANS AND CURB IDLE IS GREATER THAN 500 RPM. RE-ADJUST AUTO TRANS (IMAGE. SEE SHOP MANUAL FOR DETAILED INSTRUCTIONS) CHARGE AND IDLE MORTURE NOT ADJUSTABLE. SEE SERVICE PUBLICATIONS	

SECTION V

INCOMPLETE VEHICLES

U.S. AND CANADA SAFETY STANDARDS

The National Traffic and Motor Vehicle Safety Act of 1966 (United States) and the Motor Vehicle Safety Act (Canada) and the standards and regulations issued under authority of these laws impose responsibilities on dealers, intermediate and final stage manufacturers and vehicle alterers and modifiers, as well as on Ford Motor Company. This section identifies some of these responsibilities. It is not intended to be comprehensive, nor to provide advice on legal questions applicable to individual situations. Advice on matters involving particular factual situations should be obtained from your legal counsel or from the National Highway Traffic Safety Administration (United States) or the Ministry of Transport (Canada). Included among these safety standards and regulations are those applicable to trucks, buses, multipurpose passenger vehicles, passenger cars, vehicles manufactured in two or more stages, and to certain types of motor vehicle equipment offered for sale in the United States or Canada.

Completed vehicles as manufactured by Ford Motor Company and Ford Motor Company of Canada, Limited, are certified as conforming to all applicable Motor Vehicle Safety Standards issued under the National Traffic and Motor Vehicle Safety Act of 1966 (U.S.) or the Motor Vehicle Safety Act (Canada). Where the vehicle is incomplete, a dealer or body builder who, after delivery and before retail sale, completes the vehicle is responsible for certification that the completed vehicle conforms to applicable U.S. or Canada Motor Vehicle Safety Standards. Dealers and body builders may be subject to substantial penalties if they sell or offer for sale vehicles which do not conform to all applicable U.S. or Canada Standards.

The following certification information is provided concerning Ford Motor Company completed vehicles and incomplete vehicles:

COMPLETED VEHICLES

All completed vehicles manufactured by Ford Motor Company and Ford Motor Company of Canada, Limited, for use on the public roads are provided with safety compliance certification labels affixed to the vehicles at the assembly plants. These labels contain information required by Part 567 of Title 49 of the Code of Federal Regulations for completed vehicles offered for sale in the United States and by Section 6 of the Canadian Motor Vehicle Safety Regulations for completed vehicles offered for sale in Canada. This information includes among other things the Gross Axle Weight Rating (GAWR) for each axle of the vehicle and the Gross Vehicle Weight Rating (GVWR) of the total vehicle. The label also lists the tire and rim data required by FMVSS No. 120, Tire Selection And Rims For Motor Vehicles Other Than Passenger Cars. Ford completed vehicles* offered for sale in the United States and Canada will have one of the two labels below affixed to them (the label is located on the driver's door latch pillar except on Ranger models where the label is located on the rear face of the driver's door adjacent to the latch mechanism).

*See Chart A on page 31 for a list of Ford completed vehicles.

MFD. BY FORD MOTOR CO. IN U.S.A.

DATE: _____ GVWR: _____

FRONT GAWR: _____ REAR GAWR: _____

WITH TIRES RIMS _____ WITH TIRES RIMS _____

AT PSI COLD _____ AT PSI COLD _____

THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VEHICLE IDENTIFICATION NO. _____

TYPE _____

EXTERIOR PAINT COLORS _____ DISTRICT _____ GEO _____

WB _____ TYPE-GVW _____ BODY _____ TRANS _____ AXLE _____

V-807A-1006472-AA

- (1) This label is affixed to vehicles manufactured in the United States

MFD. BY FORD MOTOR CO. OF CANADA LTD.

DATE: _____ GVWR: _____

FRONT GAWR: _____ REAR GAWR: _____

WITH TIRES RIMS _____ WITH TIRES RIMS _____

AT PSI COLD _____ AT PSI COLD _____

THIS VEHICLE CONFORMS TO ALL APPLICABLE CANADIAN MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VEHICLE IDENTIFICATION NO. _____

TYPE _____

EXTERIOR PAINT COLORS _____ DISTRICT _____ GEO _____

WB _____ TYPE-GVW _____ BODY _____ TRANS _____ AXLE _____

MADE IN CANADA

V-807A-1006472-BA

- (2) This label is affixed to vehicles manufactured in Canada

Note: For completed vehicles offered for sale in the province of Quebec, Canada, the above two labels will be printed in French.

This symbol is required by Section 4 of the Canadian Motor Vehicle Safety Regulations on Ford completed vehicles manufactured in Canada or offered for sale in Canada.



Canadian National Safety Mark**

**Canada Motor Vehicle Safety Standards also incorporate Emission (including noise) Standards.

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

Alteration of completed vehicles before the first purchase of the vehicle for purposes other than resale may affect compliance of the vehicle to certain safety standards. Parts 567 and 568 of Title 49 of the Code of Federal Regulations state requirements for vehicle alterers in the United States. In Canada, vehicle alterers may be considered "manufacturers" in determining their obligations under the Canadian Motor Vehicle Safety Regulations.

The following section headed "Information For Persons Who Alter Completed Vehicles" explains the "accessory reserve capacity" information printed on the safety compliance certification label and its relationship to FMVSS No. 204 (Steering Column Rearward Displacement), FMVSS and CMVSS No. 212, (Windshield Mounting), FMVSS No. 219, (Windshield Zone Intrusion), and FMVSS and CMVSS No. 301, (Fuel System Integrity), compliance testing for Ford completed vehicles.

IMPORTANT! INFORMATION FOR PERSONS WHO ALTER COMPLETED VEHICLES

VEHICLES 10,000 POUNDS/4536 KILOGRAMS GVWR AND LESS

Trucks, buses and MPV's 10,000 lbs./4536 kg. GVWR and under, manufactured by Ford Motor Company in the 1983 model year are certified as complying with the requirements of FMVSS No. 204, Steering Column Rearward Displacement (applicable to all vehicles with an unloaded vehicle weight (see definition on page 33) of 4000 lbs/1814 Kg. or less), FMVSS and CMVSS No. 212, Windshield Mounting, FMVSS No. 219, Windshield Zone Intrusion, and FMVSS and CMVSS No. 301, Fuel System Integrity. Ford's compliance testing has been conducted with vehicle test weights which include the weights of all available regular production options plus the loads specified by FMVSS No. 204, FMVSS and CMVSS No. 212, FMVSS No. 219 and FMVSS and CMVSS No. 301. The test weight for a particular vehicle is usually less than the GVWR indicated on the vehicle safety compliance certification label.

Vehicle alterers should exercise caution when adding weight to the vehicle by installing accessories or modifying the vehicle because if the unloaded vehicle weight of the altered vehicle exceeds the unloaded vehicle weight of the compliance test vehicle, then the vehicle alterer may be responsible to certify the altered vehicle pursuant to Title 49 of the Code of Federal Regulations S567.7 and 568.8 in the United States or to Section 6 of the Canadian Motor Vehicle Safety Regulations in Canada.

Worksheets are provided to allow prospective purchasers of Ford truck products to estimate the total weight of accessories, equipment and modifications that may be added to the completed vehicle without exceeding the weight. These worksheets are located in the appropriate model sections of the Facts Books. Specific questions on this or related subjects may be directed to the Ford Light Truck Body Builder Advisory Service at (313) 322-8884.

For each completed vehicle, Ford Motor Company determines the Total Accessory Reserve Capacity, which represents the amount of accessory or modification weight that can be added to a certified vehicle before its unloaded vehicle weight exceeds the unloaded vehicle weight of the compliance test vehicle. Total Accessory Reserve Capacity designations assume the use of permanently attached components resulting in center of gravity locations generally similar to those of comparable completed vehicles. Any additions or alterations that significantly affect the center of gravity of the total unit could impose more severe conditions than those encountered in meeting FMVSS and CMVSS requirements. Examples of such extremes would be the installation of relatively heavy devices at the front or rear of the vehicle, particularly if these devices also had very high centers of gravity.

The Total Accessory Reserve Capacity information is provided on the safety compliance certification label (located on the driver's door latch pillar of all Ford completed vehicles except on Ranger models where the label is located on the rear face of the driver's door adjacent to the latch mechanism—see Chart A on page 31), as shown in the following example.

MFD. BY FORD MOTOR CO. IN U.S.A.
09/80
GVWR: 5450 LB/2477 KG

FRONT GAWR: 2500 LB 1133 KG P215/75R 15SL 15 X 5.5K AT 35 PSI COLD	WITH TIRES RIMS	REAR GAWR: 3148 LB 1427 KG P215/75R 15SL 15 X 5.5K AT 35 PSI COLD	WITH TIRES RIMS
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THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE

VEHICLE IDENT. NO. 1FTET1B6HHA12345
TYPE: TRUCK

F0085
TO 185

Front Axle Accessory Reserve Capacity
Total Accessory Reserve Capacity

Specified is the total weight of permanently attached accessories or equipment that can be added to the vehicle (TO 185 in the above example). Thus, 185 pounds/84 kilograms of accessories or equipment can be added to the vehicle.

Also specified is the Front Axle Accessory Reserve Capacity (F0085 in the example). Although not directly applicable to FMVSS 204, FMVSS/CMVSS 212, FMVSS 219 or FMVSS/CMVSS 301 conformity representations, this information is provided to prevent overloading the front axle. It represents the allowable weight that may be added in various forms (permanently attached equipment/accessories and removable equipment/accessories or any combination thereof) without overloading the front axle. Except for vehicles with the Snow Plow Preparation Package*, this value will usually be less than the Total Accessory Reserve Capacity. Thus, in the example, a total of 185 pounds/84 kilograms of permanently installed equipment may be added to the vehicle but its distribution must be such that the load on the front axle is not increased by more than 85 pounds/39 kilograms. However, although the Front Axle Accessory Reserve Capacity value may be greater than the Total Accessory Reserve Capacity value in some cases, the latter must never be exceeded. For vehicles with the Snow Plow Preparation Package*, the Front Axle Accessory Reserve Capacity will be greater than the Total Accessory Reserve Capacity. This additional front axle capacity can be utilized to accommodate the removable snow plow components, such as the blade assembly.

*Available on Bronco, Bronco II, Ranger (4x4) and 133 in./3378 mm WB F-150, F-250, F-350 Regular Cab (4x4) models only.

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

**IMPORTANT!
INFORMATION FOR PERSONS
WHO ALTER COMPLETED VEHICLES**

Note: Should the Front Axle Accessory Reserve Capacity on a Snow Plow Preparation Package* optioned vehicle be less than that which is required to accommodate the snow plow assembly, it should be understood that allowances for carrying persons in each designated seating position provided (those provided with seat belts) have already been made. Therefore, it may be possible to operate the vehicle with minimum cargo and only one or two persons on board. To prevent overloading under these circumstances, it is recommended that the vehicle alterer weigh the front axle under the conditions in which the vehicle is to be operated to ensure that the Front Gross Axle Weight Rating is not exceeded. See the Loading Information section of the owner's guide.

If the weight and weight distribution (front to rear) of the accessories or equipment to be added are not known, it will be necessary to weigh the vehicle before and after accessories or equipment are added to verify that neither the Front Axle Accessory Reserve Capacity nor the Total Accessory Reserve Capacity has been exceeded. When weighing the vehicle, remember to have all fluids necessary for vehicle operation (including fuel) filled to maximum capacity and weigh vehicle by axle so that front axle weight and total vehicle weight can be determined. Subtract the front axle weight of the vehicle before modification from the front axle weight of the vehicle after accessories or equipment have been added; this value must be equal to or less than the Front Axle Accessory Reserve Capacity (for the above example—85 pounds/39 kilograms). Subtract the total vehicle weight before modification from the total vehicle weight after accessories or equipment have been added; this value must be equal to or less than the Total Vehicle Accessory Reserve Capacity (for the above example—185 pounds/84 kilograms). Use the actual Accessory Reserve Capacity information as it appears on the safety compliance certification label of your vehicle.

If you know the weight and weight distribution of the accessories or equipment (including all fluids, if applicable) to be added, compare these weights with the Accessory Reserve Capacity to ensure that the added accessories or equipment do not exceed the Accessory Reserve Capacity.

NOTE: The foregoing applies to alteration of complete vehicles and does not apply to completion of incomplete vehicles. Statements relative to the degree of conformity of incomplete vehicles are provided in the Incomplete Vehicle Manual.

Warning: The accessory reserve capacity weight limitation found on the safety compliance certification label refers to FMVSS 204, 212, 219 and 301 and CMVSS 212 and 301 compliance only. If the **added weight is 500 pounds/226 kilograms or more and the vehicle's GVW rating is under 8500 lbs./3856 kg., the modifier may be responsible for recertification** to the applicable EPA, CARB or CMVSS emissions standards (refer MSPAC Advisory Circular No. 64).

*Available on Bronco, Bronco II, Ranger (4x4) and 133 in./3378 mm wb. F-150, F-250, F-350 Regular Cab (4x4) models only.

**GUIDELINES FOR REVISING
GAWR/GVWR CAPACITIES FOR FORD RANGER/
F-100/150/250/350, ECONOLINE VAN/SUPERVAN,
CLUB WAGON/SUPER WAGON, BRONCO AND
BRONCO II VEHICLES**

These guidelines are provided in response to requests from the field for information on revising the Gross Axle Weight Rating (GAWR)/Gross Vehicle Weight Rating (GVWR) capacities of the Ranger, F100/150/250/350, and Econoline Van/Super Van, Club Wagon/Super Wagon, Bronco and Bronco II vehicles. Dealers or purchasers should first try to obtain a vehicle with the desired GAWR/GVWR capacity before modifying a vehicle to revise its weight ratings.

1. This information is provided for new, current model vehicles, to assist vehicle alterers who modify vehicles as described below in determining whether the modified vehicle complies with applicable regulatory requirements.
2. Revised GAWR/GVWR capacities should be currently available capacities in Ford production for the particular model to maintain the vehicle's warranty. The revised GVWR must remain in the same GVWR range as coded in the fourth position of the vehicle identification number (VIN) in accordance with the requirements of FMVSS 115. The VIN is displayed on the driver's side of the instrument panel and is visible from outside the vehicle. For GVWR codes utilized in the fourth position of the VIN, see the chart listed below.

NOTE: GVWR changes are not to be made on Club Wagon/Super Wagon, Bronco and Bronco II vehicles.

GVWR CODES UTILIZED IN VIN POSITION FOUR	
Code	GVWR Range
A	3000 pounds or less
B	3001 to 4000 pounds
C	4001 to 5000 pounds
D	5001 to 6000 pounds
E	6001 to 7000 pounds
F	7001 to 8000 pounds
G	8001 to 8500 pounds
H	8501 to 9000 pounds
J	9001 to 10000 pounds
K	10001 to 14000 pounds

Example:

A typical Econoline VIN is 1FT D E04F7DHA01783. The fourth position in the VIN is D. Therefore, the GVWR of the vehicle is in the range 5001 to 6000 pounds and the revised GVWR of this vehicle must fall in this GVWR range as well.

3. The appropriate suspension component or components (tires/tire pressure, wheels, springs) are to be modified or changed to provide the revised GAWR/GVWR capacities desired.

All new suspension components installed are to have the same engineering specifications as those used by Ford in production (Ford service parts meet those specifications) at the GAWR/GVWR capacities desired and must be installed according to the procedures specified in the applicable model year Ford Truck Shop Manual to maintain the vehicle's warranty. Refer to the Ford Truck Sales Data book for component specifications information.

COMPLETED VEHICLES (cont'd)

The person who alters the vehicle should maintain records as to the modifications made to obtain the desired revised GAWR/GVWR capacities in order to evidence the basis for certification to applicable Federal Motor Vehicle Safety Standards. Besides the suspension components noted above, the specifications of other vehicle systems that have been altered must also be carefully reviewed to establish that these systems are equivalent to those provided by Ford in a production vehicle at the GAWR/GVWR capacities desired. These systems include brakes, steering, frame, powertrain (engine availability, driveline, rear axle ratio), and axle capacities (both front and rear) and are also specified in the Ford Truck Sales Data Book. For other information concerning the component changes necessary for the desired GAWR/GVWR capacities, please contact the Light Truck Body Builder Advisory Service at (313) 322-8884.

Completed Vehicles**United States**

A person who alters a previously certified vehicle before the first purchase of the vehicle in good faith for purposes other than resale in such a manner that its stated weight ratings are revised is required by Federal Regulation (49 Code of Federal Regulation §567.7 and §568.8) (1) to allow the original safety compliance certification label to remain on the vehicle and (2) to affix to the vehicle an additional label such as described in 49 Code of Federal Regulations §567.4.

Canada

"Manufacturers" of motor vehicles are required to affix a permanent label on vehicles that they manufacture bearing a statement of compliance as provided by Section 6 of the Canadian Motor Vehicle Safety Regulations.

According to Canadian Motor Vehicle Safety Act "'manufacture' indicates the process of assembling or altering a motor vehicle in order to complete that motor vehicle for the purpose of sale of that motor vehicle to the first purchaser at the retail level."

**Label for Completed Vehicles Altered in the United States
(Reference 49 CFR Part 567.7)***

THIS VEHICLE WAS ALTERED BY _____ (1)	
IN _____ (2) AND AS ALTERED	
IT CONFORMS TO ALL APPLICABLE FEDERAL MAJOR	
VEHICLE SAFETY STANDARDS IN	
EFFECT IN _____ (3)	
GVWR: _____ (4) LB	
FRONT GAWR: _____ (4) LB WITH _____ (5)	
TIRES, _____ (5) RIMS AT _____ (5) PSI COLD. _____ (5)	
REAR GAWR: _____ (4) LB WITH _____ (5)	
TIRES, _____ (5) RIMS AT _____ (5) PSI COLD. _____ (5)	

(1) Insert individual or corporate name of vehicle alterer.

(2) Insert month and year in which alterations were completed.

(3) Insert appropriate month and year—no earlier than the manufacturing date of the original vehicle and no later than the date alterations were completed.

(4) Insert revised GVWR/GAWR capacities in **pounds**.

(5) Insert appropriate tire, rim and cold inflation pressure information corresponding to the revised GVWR/GAWR capacities (insert the word "DUAL" after the rear wheel cold inflation pressure information on dual rear wheel vehicles).

★ The label must be affixed to the vehicle in the manner and form described in 49 CFR Part 567.4:

- The label shall, unless riveted, be permanently affixed in such a manner that it cannot be removed without destroying or defacing it.

- The label shall be affixed to either the hinge pillar, door-latch post, or the door edge that meets the door-latch post next to the driver's seating position, or if none of these locations is practicable, to the left side of the instrument panel (other permissible locations are also specified).

- The lettering on the label shall be of a color that contrasts with the background of the label.

- The label shall contain the required statements in the English language and lettered in block capitals and numerals not less than three thirty-seconds of an inch high.

**Label for Completed Vehicles Altered In Canada
(Reference Section 6** of the Canadian Motor Vehicle
Safety Regulations)**

MFD. BY _____ (1)
DATE: _____ (2) GVWR: _____ (3) KG
FRONT GAWR: _____ (3) KG WITH
_____ (4) TIRES, _____ (4) RIMS
AT _____ (4) PSI COLD. _____ (4)
REAR GAWR: _____ (3) KG WITH
_____ (4) TIRES, _____ (4) RIMS
AT _____ (4) PSI COLD. _____ (4)
THIS VEHICLE CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY STANDARDS
IN EFFECT ON THE DATE OF MANUFACTURE SHOWN
ABOVE.
VEH. IDENT. NO. _____ (5)
TYPE _____ (6)

(1) Insert the company that manufactured (altered) the vehicle, if it was manufactured (altered) by a company, or, if it was manufactured (altered) by a partnership or individual, the usual name under which the partnership or individual carries on business.

(2) Insert the date of manufacture stated on the safety standard certification label provided by Ford Motor Company.

**See Chart A on page 31 for a list of Ford completed vehicles.

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

- (3) Insert revised GVWR/GAWR capacities in **Kilograms** as stated in the safety standard certification label provided by Ford Motor Company.
- (4) As a requirement of Ford Motor Company, insert appropriate tire, rim, and cold inflation pressure information corresponding to the revised GAWR/GVWR capacities (insert the word "DUAL" after the rear wheel cold inflation pressure information on dual rear wheel vehicles) as stated in the safety standard certification label provided by Ford Motor Company.
- (5) Insert the vehicle identification number stated on the safety standard certification label provided by Ford Motor Company.
- (6) Insert the vehicle type stated on the safety standard certification label provided by Ford Motor Company.

The label must meet the following requirements as described in Section b:

- The lettering of the label shall be indelible, in a color that contrasts with the background color of the label, and in block capitals and numerals not less than three thirty-seconds of an inch in height.
- The label shall be permanently affixed to the same surface as that to which the national safety mark is affixed (the national safety mark is affixed by Ford Motor Company).

Incomplete Vehicles*

Representations as to the compliance of Ford incomplete vehicles to United States and Canadian Federal Safety Regulations are provided in the "Incomplete Vehicle Manuals" attached to each incomplete vehicle. While purchasers and dealers should seek to order incomplete vehicles having GAW and GVW ratings that correspond to the intended application of the vehicle, it may be appropriate in some circumstances for final stage manufacturers to revise the weight ratings of a particular vehicle if the vehicle is revised so that it has the same components and specifications as the corresponding Ford factory-built unit with identical weight ratings. In such cases, it may be appropriate for subsequent stage manufacturers to rely on the representations in the "Incomplete Vehicle Manual" in certifying that the completed vehicle conforms to all applicable motor vehicle safety standards. Ford's Light Truck Body Builder Advisory Service at (313) 322-8884 should be consulted in such cases.

*A listing of 1983 Ranger/F-100/150/250/350, Econoline, Club Wagon/Super Wagon, Bronco and 1984 Bronco II completed and incomplete vehicles is on page 31.

FRONT END LOADING AND EQUIPMENT
NOTES/WARNINGS

General Notes:

1. Adherence to the following suggestions and warnings should not be construed as implying compliance with any particular Federal regulation.
2. Refer to pages 13 & 14 for completed vehicle accessory reserve capacity.
3. Front mounted equipment should be mounted so as to minimize restriction of air flow to the cooling system. WARNING: Too much restriction may cause possible engine damage for which the installer may be held liable should any claims arise.
4. WARNING: Attachment structure must not impair the structural integrity of the vehicle body or front or rear suspension systems.
5. Equipment added by aftermarket manufacturer must be located such that it does not interfere with serviceability of factory installed equipment.

Ford Ranger, F-150, F-250 and F-350 Pick-up Box
Removal Alteration

Introduction

The following information is presented in three parts for vehicle alterers who intend to remove pickup boxes from certain 1983 Ranger, F-150, F-250 and F-350 pickup trucks and install aftermarket second unit bodies on these vehicles. For vehicle alterers in California, see important information on page 22 concerning alteration of vehicles rated at 8500 pounds GVW or less for sale, registration or use in California.

Part I details those 1983 Ranger, F-150, F-250 and F-350 pickup models that may be altered by removal of the pickup box and installation of aftermarket second unit bodies on these vehicles. Part II provides information concerning the obligations and responsibilities of vehicle alterers with respect to United States and Canada safety standards. Part III provides information for vehicle alterers with respect to United States, California and Canada exhaust emissions, evaporative emissions and RFI requirements and California requirements with regard to fuel vapor recovery.

Vehicle alterers who intend to modify vehicles as described above may use the information and conditions provided herein to assist them in determining whether the modified vehicles comply with applicable regulatory requirements. The vehicle alterer may desire to employ other limits or conditions than those provided herein based on his own experiences and guidance provided by legal counsel and appropriate regulatory agencies. In any case, it is the responsibility of the vehicle alterer to assure compliance or certification of the altered vehicle to the applicable safety and/or emissions (including noise

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

and RFI) requirements. Specific questions concerning compliance and/or certification to safety standards and emissions and related (e.g., fuel economy) regulations should be directed to the vehicle alterer's legal counsel or the United States National Highway and Traffic Safety Administration (Federal Motor Vehicle Safety Standards and Federal Fuel Economy Standards and Requirements), the Canada Ministry of Transport (Canadian Motor Vehicle Safety Standards and emissions and noise regulations), the Canada Department of Communications (Canadian RFI regulations), the United States Environmental Protection Agency (United States emissions requirements) or the California Air Resources Board (California emissions and fuel vapor recovery requirements), or the vehicle noise emission control authorities, if any, in the state and locality in which the vehicle is sold.

Part I

Models Available for Pickup Box Removal

The models listed in Table A, excluding models with the Snow Plow Preparation Package Option, may be altered by removal of the pickup boxes and installation of aftermarket second unit bodies. The auxiliary aft-of-axle fuel tank is not available on Ranger trucks designated as suitable for pickup box removal. Limitations of the second unit bodies that may be installed as well as other vehicle conditions are also specified in Table A.

Part II

Information Concerning United States and Canada Safety Standards

The vehicle alterer is responsible for certifying the altered vehicle pursuant to Title 49 of the Code of Federal Regulations S567.7 and S568.8 in the United States or pursuant to Section 6 of the Canadian Motor Vehicle Safety Regulations in Canada. As outlined in these requirements, the vehicle alterer must ascertain which Federal or Canadian Motor Vehicle Safety Standards are affected by the alteration and subsequently, provide certification that the altered vehicle conforms to all affected safety standards. In the information that follows, Ford has endeavored to provide sufficient instructions and guidelines to the vehicle alterer for certifying that the vehicle conforms to all Federal or Canadian Motor Vehicle Safety Standards affected by the vehicle alteration. Additionally, information pertaining to the certification labeling requirements for the altered vehicle is outlined. With the information provided below, the vehicle alterer should be able to certify the altered vehicle in accordance with the United States and Canada Safety requirements mentioned above.

Federal and Canadian Motor Vehicle Safety Standards Affected

Conformity to the following Federal Motor Vehicle Safety Standards (FMVSS) and Canadian Motor Vehicle Safety

Standards (CMVSS) is affected by the removal of the pickup box and rear bumper and installation of a second unit body:

FMVSS and CMVSS No. 108 — Lamps, Reflective Devices and Associated Equipment

FMVSS No. 204 — Steering Control Rearward Displacement

FMVSS and CMVSS No. 212 — Windshield Mounting

FMVSS and CMVSS No. 219 — Windshield Zone Intrusion

FMVSS and CMVSS No. 301 — Fuel System Integrity

Ford Motor Company represents that, in the case of a 1983 Ranger, F-150, F-250 or F-350 pickup truck listed in Table A, this vehicle, as altered, will conform to the requirements of the above listed safety standards provided the vehicle is altered only by the removal of the pickup box (including optional equipment attached to the pickup box) and rear bumper (if so equipped) and installation of a second unit body according to the conditions specified below:

1. The following lighting components must be designed and installed on the altered vehicle in accordance with the requirements of FMVSS or CMVSS No. 108, Lamps, Reflective Devices and Associated Equipment:

Taillamps*	Side Marker Lamps
Stop Lamps*	Front and Rear Identification
License Plate Lamps*	Lamps (for vehicles over 80
Back-Up Lamps*	inches in width)
Rear Turn Signal Lamps*	Front and Rear Clearance
Side Rear Reflex Reflector	Lamps (for vehicles over 80
Parking Lamps*	inches in width)
Rear Reflex Reflectors*	

*These lamps and reflectors are available from Ford in the form of rear lamp assemblies and are the same as those installed on Ford chassis cab models. If the vehicle alterer desires to incorporate these rear lamp assemblies, Figure 3 depicts their installation and the required parts list.

The above electrical components added by the vehicle alterer must conform to the wiring practices set forth in the Electrical Wiring Section.

The items of lighting equipment (including wiring and power supply) on the cab of the pickup truck must not be removed, modified, replaced or altered. Further, the second unit body installed by the vehicle alterer must not impair the visibility and conformity to the photometric requirements of the lamps and reflective devices installed on the cab of the pickup truck.

2. The weight (in pounds) of the second unit body # (SUB) installed must not exceed the maximum value specified in Table A on page 23 corresponding to the particular pickup truck model. In addition, for all Super Cab pickup trucks, and for all Ranger, F-150 & F-250 Regular Cab pickup trucks* under 8500 pounds GVWR, the weight (in pounds) of the SUB installed must not exceed the value as determined on the following page:

*Excluding F-250 (4x2) Regular Cab pickup trucks with 5.0L (302 CID) engines.

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

SUB = TARC + OPT + 374 pounds (for F-Series)

SUB = TARC + OPT + 225 pounds (for Ranger)

TARC = The Total Accessory Reserve Capacity (TARC) is a weight value (in pounds) printed on the lower right hand corner of the Safety Compliance Certification Label that is attached to the driver's door latch pillar. The TARC value is based on the weight of optional equipment on the vehicle: the fewer the options, the greater the TARC value and, conversely, the greater the option content, the lower the TARC value. An example label is shown below and in this example, the TARC value is 485 pounds.

The term "second unit body" includes not only the basic body or body structure, but also any equipment attached to the vehicle (for example, PTO) installed by the vehicle alterer.

Example—Safety Standard Certification Label

MFD. BY FORD MOTOR CO. IN U.S.A.			
DATE: 09/82		GWR: 6600 LB/ 2993 KG	
FRONT GAWR: 3680 LB		REAR GAWR: 4090 LB	
1669 KG	WITH	1885 KG	WITH
8.00X16.5D	TIRES	8.00X16.5D	TIRES
16.5X6.0	RIMS	16.5X6.0	RIMS
AT 40 PSI COLD			
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.			
VIN IDENT. NO. 1FTEH25G3DKA12345			
TYPE TRUCK		FO085 T0485	
Total Accessory Reserve Capacity			
EXTERIOR PAINT COLORS BODY / V / M / G / B / Y / R / W / O / A / S / L / T / U / V / W / X / Y / Z			

OPT = The weight of any of the following options that were provided with the vehicle as manufactured by Ford (see vehicle invoice) and are removed from the vehicle along with the pickup box:

F-Series

- Step Bumper—46 pounds
- Contour Bumper—45 pounds
- Pickup Box Rails—13 pounds
- Inside Pickup Box Mounted Spare Tire and Wheel—3 pounds plus the weight of the spare tire and wheel (see Table B on page 24 for weights of tires and wheels)

Ranger

- Step Bumper—38 pounds

Example

A vehicle alterer wants to remove the pickup box from a 1983 F-250 SuperCab (4x2) 155 inch WB model and install a 1050 pound SUB. The TARC on this vehicle is 485 pounds and the truck is equipped with a contour bumper, pickup box rails, and inside pickup box mounted spare tire and wheel.

First, Table A specifies that the maximum SUB weight is 1160 pounds. Since the SUB weight is 1050 pounds, this condition is satisfied.

Second, since this is a SuperCab pickup truck, the SUB weight must not exceed the TARC (485 pounds) plus the pickup box installed options' weight (see below) plus 374 pounds (SUB = TARC + OPT + 374). The weight of the options installed is as follows:

- 45 pounds—Contour Bumper
- 13 pounds—Pickup Box Rails
- 70 pounds—Inside Pickup Box Mounted Spare Tire and Wheel
(8.00 x 16.5 D tire and 16.5 x 6.0 K wheel)

128 pounds—Total Option Weight

From the formula above SUB = TARC + OPT + 374
= 485 + 128 + 374 = 987
pounds

Therefore, even though the maximum SUB weight specified in Table A is 1160 pounds, the vehicle alterer *cannot* install a SUB weighing 1050 pounds since this exceeds the SUB weight limit calculated from the formula (987 pounds). The vehicle alterer must either select another vehicle with a higher TARC value for pickup box removal or install a SUB that weighs 987 pounds or less.

- The center of gravity height and overall height of the second unit body installed by the alterer must not exceed the values specified in Table A corresponding to the particular pickup model. Center of gravity height and overall height of the second unit body are measured from the top surface of the frame at the rear of the cab.
- The altered vehicle's unloaded vehicle weight (see definition on page 33) must be in the range of values designated in Table A corresponding to the pickup truck's model and non-California engine-transmission combination.
- These instructions must be followed in the vehicle alteration:
 - The following components, as installed by Ford Motor Company, are not to be removed, relocated, altered, or modified in any way:
 - Steering column, steering shaft, steering wheel and related structure components and attachment hardware,
 - Windshield and windshield mounting system,
 - Cab and front end structural components including the roof, pillars, cowl, cowl reinforcements, hood, doors, fenders, hood restrictors and apron reinforcements, frame and frame reinforcements,
 - Radio antenna,
 - Doors and hood mounting, hinging and latching systems,
 - Hood and fender ornamentation,
 - Fuel tank(s) and attachment hardware, including sending unit and vapor valve, fuel tank shield and intake electric fuel pump (for gasoline engine only),

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

- Fuel lines, routing, and attachments, excluding fuel filler cap(s), filler pipe(s), filler hose(s), and filler system attachment hardware,
 - Fuel line selector valve,
 - Vapor line(s) and carbon canister,
 - Fuel pump,
 - Fuel filter and attachment, and
 - Carburetor and air cleaner assembly.
- Any alteration or modification made to the vehicle as manufactured by Ford Motor Company and any components or structure installed by the vehicle alterer must not result in steering column rearward displacement of more than 5 inches (as defined in FMVSS No. 204), any loss of windshield retention (as defined in FMVSS or CMVSS No. 212), any penetration of the inner surface of the windshield or intrusion into the protected zone (as defined in FMVSS or CMVSS No. 219) or loss of fuel system integrity (as defined in FMVSS or CMVSS No. 301), when the vehicle is tested in any manner specified by applicable provisions of FMVSS No. 204, FMVSS or CMVSS No. 212, FMVSS or CMVSS No. 219, or FMVSS or CMVSS No. 301, respectively. Note: Conformity to Federal Motor Vehicle Safety Standard (FMVSS) No. 212 and 219 of vehicles having unloaded vehicle weights (as defined in 49 CFR, Part 571.3) greater than 5500 pounds is established by testing representative vehicles at an unloaded vehicle weight of 5500 pounds as provided by amendments S6.1(b) and S7.7(b) of FMVSS No. 212 and 219 respectively. For conformity to Canadian Motor Vehicle Safety Standard (CMVSS) No. 212, and 219 of vehicles having unloaded vehicle weights greater than 5500 pounds is established by testing representative vehicles at an unloaded vehicle weight of 5500 pounds as provided by amendments 1.(5.1) and 8 of CMVSS No. 212 and 219 respectively
 - The second unit body installed shall be mounted securely and so designed that when the altered vehicle is impacted in any manner specified by applicable provisions of FMVSS or CMVSS No. 212 or FMVSS No. 219, second unit body deformation or movement relative to the frame does not result in any separation or loss of body attachment to the frame.
 - The second unit body installed and the required fuel system components (identified below) shall be located and mounted as follows:
 - The second unit body shall be mounted securely and is so designed that when the altered vehicle is tested in any manner specified by applicable provisions of FMVSS or CMVSS No. 301:
 - (a) Second unit body components shall not contact any fuel system component (other than at the points where the fuel system is permanently attached to the second unit body), and
 - (b) Second unit body deformation or movement relative to the frame shall not cause any fuel system component to be penetrated, disconnected, or otherwise damaged.

- The rear end of the second unit body (excluding the rear bumper) installed shall not extend beyond (overhang) the rear edge of the vehicle frame or frame extension. Any extension of the vehicle frame must be constructed and attached so as to perform as a continuation of the vehicle frame when the altered vehicle is tested in any manner specified by applicable provisions of FMVSS or CMVSS No. 301.
- The mid-ship and/or aft-of-axle fuel filler cap(s), filler pipe(s), filler hose(s), and filler system attachment hardware as listed in Table C on page 24 (for F-Series vehicles over 8500 pounds GVWR), Table D on page 25 (for F-Series vehicles rated at 8500 pounds GVW or less), and Table E on page 26 (for Ranger vehicles), shall be installed as shown on page 26 and are securely retained to remain intact when the vehicle is tested in any manner specified by applicable provisions of FMVSS or CMVSS No. 301.
- The proper mid-ship fuel tank shield, as specified in Table A for the particular pickup truck, is installed as shown in Figure 1 (page 26) (for belly shield installation) or Figure 2 (page 26) (for nose shield installation).
- The front end of the second unit body installed shall be located at least three inches rearward of the rearmost point of the cab on F-Series models and at least 0.9" rearward of the rearmost point of the cab on Ranger models.
- If the front bumper and bumper mounting system are removed temporarily, the front bumper and bumper mounting system must be reinstalled in accordance with the instructions provided in the 1983 Ford Truck Shop Manual. If the front bumper and bumper mounting system are replaced, the replacement front bumper and bumper mounting system must not result in steering column rearward displacement of more than 5 inches (as defined in FMVSS No. 204), any loss of windshield retention (as defined in FMVSS or CMVSS No. 212), penetration of the inner surface of the windshield or intrusion into the protected zone (as defined in FMVSS or CMVSS No. 219), or loss of fuel system integrity (as defined in CMVSS or FMVSS No. 301), when the vehicle is impacted in any manner specified by applicable provisions of FMVSS No. 204, FMVSS or CMVSS No. 212, FMVSS No. 219, or FMVSS or CMVSS No. 301, respectively.

Note: The second unit body added by the vehicle alterer may have to conform to other safety standards as well. For example, any glazing used in the second unit body must conform to FMVSS or CMVSS No. 205, Glazing Materials. Additionally, if the second unit body is equipped with any passenger seating positions, the following safety standards may be applicable as well:

- FMVSS or CMVSS No. 206—Door Locks and Door Retention Components
- FMVSS or CMVSS No. 207—Seating Systems
- FMVSS or CMVSS No. 208—Occupant Crash Protection
- FMVSS or CMVSS No. 209—Seat Belt Assemblies

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

FMVSS or CMVSS No. 210—Seat Belt Assembly Anchorage

FMVSS or CMVSS No. 302—Flammability of Interior Materials

With respect to the second unit body installed and the above mentioned safety standards, it is the responsibility of the vehicle alterer to assure conformity with all applicable requirements.

Certification Labeling Requirements

For altered vehicles in the United States, the vehicle alterer is required to affix an additional label containing the information shown in Figure 3. Note: The safety standard certification label affixed to the driver's door latch pillar of the pickup truck, except on Ranger where the label is located on the driver's door adjacent to the latch mechanism, by Ford Motor Company must not be removed.

For altered vehicles in Canada, the vehicle alterer is required to affix a label containing the information shown in Figure 4. Note: A vehicle alterer may be a manufacturer according to the definition of manufacturer contained in the Canadian Motor Vehicle Safety Act (see pages 13 and 34).

Part III

Information Concerning United States and Canada Exhaust Emissions, Evaporative Emissions, RFI and Noise and California Fuel Vapor Recovery Requirements.

A. Exhaust and Evaporative Emission Requirements

1983 Ranger, F-150 and F-250 completed light duty trucks have been certified to the applicable Federal or Canadian exhaust and evaporative emissions requirements. See page 22 for important information concerning alteration of vehicles rated at 8500 pounds GVW or less for sale, registration or use in California. Federal law specifies that a light duty truck is any vehicle rated at 8500 pounds GVWR or less that has a vehicle curb weight of 6000 pounds or less and a basic vehicle frontal area of 45 square feet or less which is designed primarily for transporting property (or is a derivative of such a vehicle) or is designed primarily for transporting persons and has a capacity of more than 12 persons, or is available with special features enabling off-street or off-highway operation and use. All heavy-duty engines (in F-250 and F-350 vehicles exceeding 8500 pounds GVWR for the United States and vehicles over 45 square feet frontal area or 6000 pounds curb weight for 49 states, and over 6000 pounds GVWR for Canada) have been certified to the applicable Federal or Canadian exhaust or Californian exhaust and evaporative emissions requirements for heavy duty engines. Additionally, some Canadian pickup trucks (between 6000 pounds GVWR and 8500 pounds GVWR and under 45 square feet frontal area) have been certified to applicable under 8500 pounds GVWR Federal exhaust and evaporative emission requirements for light duty trucks. *It is the responsibility of the vehicle alterer to assure compliance of the altered vehicle with the applicable emission requirements.*

A 1983 Ranger, F-150 or F-250 pickup truck listed in Table A, if altered by removal of the pickup box (including items attached to the pickup box) and rear bumper (if so equipped) and installation of a second unit body, may not require recertification to applicable Federal or Canadian emissions requirements if the following conditions are satisfied:

1. None of the engine emission control hardware furnished with the pickup truck is either deleted or rendered inoperable. A listing of such hardware is provided in the Emission Control Modifications Section on page 10.

Further, vehicles sold for principal use in high altitude areas must comply with the High Altitude Regulations. See pages 10 and 11.

2. A copy of the appropriate Ford Truck Owner's Guide and Warranty Facts Booklet is installed in the altered pickup truck prior to sale to the ultimate purchaser in order to provide emission systems warranty information and maintenance schedules. **Note:** Whether Ford Motor Company or the alterer is responsible for emission warranty claims depends on, among other things, whether the vehicle failed to comply with applicable warranty provisions because of modifications made by the alterer or because of the original design and manufacture of the vehicle.
 3. The mid-ship and/or aft-of-axle fuel filler cap(s), filler pipe(s), filler hose(s), and filler system attachment hardware as listed in Table C (Page 24) (for F-Series vehicles over 8500 pounds GVWR) or Table D (Page 25) (for vehicles rated at 8500 pounds GVW or less) are installed.
 4. For a pickup truck rated at 8500 pounds GVW or less:
 - (a) A label reading "Unleaded Gasoline Only" or "Unleaded Fuel Only" with letters no smaller than 1/4 inch high, is installed by the vehicle alterer immediately adjacent to each gasoline filler tank inlet (or in a recessed compartment containing the fuel filler with the compartment being concealed from view except when gaining access to the filler cap). Such a label is available through Ford Dealerships (Ford Service Part Number D70Z-9A095-A).
 - (b) For vehicles other than those for sale, registration or use in California, the alterer does not add more than 500 pounds to the maximum unloaded vehicle weight specified in Table A corresponding to the particular pickup model and non-California engine-transmission combination.
- (1) **IMPORTANT:** Some of the preceding conditions are based, in part, on statements made by C. N. Freed of the Environmental Protection Agency (EPA) in a letter of July 13, 1979 to M. H. McBride, legal counsel of the Recreation Vehicle Industry Association. That letter explained EPA's policy concerning alterers of complete 1980 and later model year light duty trucks in the context of EPA's Advisory Circular No. 64—a March 7, 1977 publication that provides guidance on the need for separate certification of vehicles modified after original manufacture but prior to sale and deliv-

COMPLETED VEHICLES (cont'd)

ery to the ultimate purchaser. The maximum second unit body weights provided in Table A are calculated in light of the definition of "maximum vehicle weight" provided in the July 13, 1979 letter.

The referenced letter provides that alterers of complete light duty trucks needed not recertify such vehicles for emission control purposes if:

- (a) the altered vehicles conform in all material respects to the design specifications in the original manufacturer's application for certification, and
- (b) the weight of the altered vehicle, including the weight of fuel at nominal tank capacity, is no more than 500 pounds above the "maximum vehicle weight."

The letter further states that no frontal area restrictions will apply to alterers who comply with conditions (a) and (b) above. Alterers who do not comply with these conditions will be considered manufacturers under the Clean Air Act and will be required to assure that the altered vehicles are certified.

Questions concerning EPA's policies with respect to alterers of completed vehicles should be directed to legal counsel or the Environmental Protection Agency.

- (2) **NOTE:** If the weight of the altered vehicle exceeds the maximum unloaded vehicle weight specified in Table A corresponding to the particular pick-up truck model and non-California engine-transmission combination, the vehicle alterer is required to certify the vehicle to FMVSS No. 204, Steering Control Rearward Displacement, FMVSS or CMVSS No. 212, Windshield Mounting, FMVSS or CMVSS No. 219, Windshield Zone Intrusion, and FMVSS or CMVSS No. 301, Fuel System Integrity in addition to any other Federal or Canadian Motor Vehicle Safety Standards affected by the vehicle's alteration.

See page 22 for important information concerning alteration of vehicles rated at 8500 pounds GVW or less for sale, registration or use in California.

B. High Altitude Emissions

United States Environmental Protection Agency regulations for the 1983 model year contains unique emission certification requirements for light duty trucks that will be sold or delivered to customers for principal use above 4,000 feet (11,219 meters). Certain new vehicles **cannot** be sold to customers who intend to use them principally at high altitudes. TO AVOID ANY QUESTION OF CERTIFICATION COVERAGE, ORDERS SHOULD SPECIFY WHETHER A HIGH ALTITUDE EMISSION SYSTEM OR A NON-HIGH ALTITUDE EMISSION SYSTEM IS REQUIRED.

If it is necessary to convert a new non-high altitude vehicle for principal use at high altitude, a list of corresponding high

and low altitude engine calibrations is available free of charge from your local Ford dealer. Service publications indicate how to modify vehicles to conform with appropriate high or low altitude U.S. E.P.A. regulations.

C. California Fuel Vapor Recovery

California regulations require that vehicle fuel systems be designed to accommodate a new vapor recovery fueling nozzle including unobstructed access to the fill pipe. Fuel filler pipes installed comply with the "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" referenced in Title 13 California Administrative Code providing no part of the second unit body, as installed, intrudes within a 10 inch radius cylinder which has its axis parallel to the ground, passing through point "Z" and extends outward from the Ford fuel pipe housing component. Fuel filler pipes installed using the alternate bracket will comply with the above California vapor recovery regulations provided the second unit body installed does not interfere with the access zone.

D. Radio Frequency Interference (RFI)

The following information applies to pickup trucks manufactured in Canada or for sale or use in Canada.

All vehicles powered by spark-ignition internal combustion engines (e.g. gasoline or propane engines) and manufactured in Canada or for sale or use in Canada are subject to the Canadian "Regulations for the Control of Interference to Radio Reception" (SOR/75-629, *Canada Gazette*, Part II, Vol. 109, No. 21, November 12, 1975, as amended by SOR/77-860, *Canada Gazette*, Part II, Vol. 111, No. 21, November 9, 1977, by SOR/78-727, *Canada Gazette*, Part II, Vol. 112, No. 18, September 27, 1978 and by SOR/80-915, *Canada Gazette*, Part II, Vol. 114, No. 23, December 10, 1980).

Violation of these regulations is punishable by fine or imprisonment. The pickup truck when altered by removal of the pickup box and installation of a second unit body should meet the regulatory requirements or such modifications thereof as may have been authorized by the Department of Communications, provided the alterer does not alter, damage, remove, or add to the RFI suppression components already installed on the vehicle. These components include spark plugs, ignition wires, ignition coil, ground straps, ignition component shields, distributor cap, distributor rotor, distributor assembly, accessory drive belt, instrument voltage regulator suppressor assembly and ignition coil suppressor assembly. More specifically:

- All components required to suppress RFI emissions, which are removed during service, repair or alteration of the vehicle, must be reinstalled in the manner in which they were installed by Ford.
- Shields on distributor or ignition coil must remain installed.
- Replacement spark plugs, ignition wires, ignition coils, distributor cap and distributor rotor must be equivalent in their RFI suppression properties to original equipment.
- Do not remove the silicone grease coating on the distributor rotor tip.

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

- Electrical grounds on all components must be retained.
- Metallic components installed on the body or chassis must be grounded to the chassis.
- Electrical circuits added to the vehicle should not be installed near the high voltage ignition components.
- Fan, water pump, power steering and other belts should be of the OEM type or equivalent that will not build up a static electrical charge. Only "static conductive" accessory drive belts should be used. The alterer is responsible for ascertaining that the vehicle as altered complies with the regulatory requirements.

E. Noise

Canadian Motor Vehicle Safety Standard (CMVSS) No. 1106 prescribes maximum permissible noise levels of 80 dB (A) for "light duty vehicles" and 83 dB (A) for "heavy duty vehicles" with a GVWR between 6001 and 10000 pounds where such levels are measured in accordance with SAE Standard J986a, "Sound Level for Passenger Cars and Light Trucks" (July, 1972). For details, see SOR/79-115, *Canada Gazette*, Part II, Vol. 113, No. 3, pages 493-494, February 14, 1979. Under the Canada Motor Vehicle Safety Standards, a "light duty vehicle" is a passenger car, or any other vehicle having a gross vehicle weight rating of 6000 pounds or less, other than an off-road utility vehicle. A "heavy duty vehicle" is a bus, a chassis-cab, a multi-purpose passenger vehicle, or a truck having a gross vehicle weight rating of more than 6000 pounds, but not a passenger car.

A pickup truck listed in Table A, if altered only by the removal of the pickup box (including optional equipment attached to the pickup box) and rear bumper (if so equipped), is designed and built to conform to the applicable exterior noise emission limits of CMVSS No. 1106 (1)(b). The alterer is, of course, responsible for ascertaining that the vehicle, as altered, complies with CMVSS No. 1106.

For additional information concerning noise control laws and regulations issued by the Federal (U.S.) government as well as some states and municipalities, see Vehicle Noise Regulations Section on pages 9 through 11.

Any Ford pickup truck offered for sale or for use in a noise regulated area must be equipped with the Reduced Exterior Noise Package, to help assure compliance of the truck with applicable noise regulations.

NOTICE—HEAT PROTECTION INFORMATION

Some 1983 pickup trucks of Ford Motor Company may exhibit higher engine compartment and exhaust system temperatures in some operating modes than in previous model years. Components, including exhaust heat shielding systems, have been installed on some vehicles in our assembly plants in an effort to provide greater protection against such temperatures. Subsequent manufacturers are responsible for providing thermal protection (e.g., underbody heat shields) for any structure and/or equipment added to the vehicle and should not remove any components and/or exhaust heat shielding installed on the vehicles by Ford.

All exposed interior floor pan sheet metal should be covered with an insulating material capable of protecting vehicle occupants

from potentially high floor pan temperatures up to 700°F.

**IMPORTANT INFORMATION CONCERNING
ALTERATION OF VEHICLES
RATED AT 8500 POUNDS GVW OR LESS
FOR SALE, REGISTRATION OR USE
IN CALIFORNIA**

Based on a recent regulatory amendment, a 1983 Ranger, F-150 or F-250 pickup truck listed in Table A and rated at 8500 pounds GVW or less and manufactured by Ford Motor Company for sale, registration or use in California, can be altered by removal of the pickup box (including items attached to the pickup box) and rear bumper (if so equipped) and installation of a second unit body if all of the following conditions are satisfied.

1. The four conditions, (numbered 1., 2., 3. and 4.a) under section A. Exhaust and Evaporative Emissions Requirements (pages 20 and 21) and the requirements under section C. California Fuel Vapor Recovery (page 21) are satisfied as they apply to vehicles rated at 8500 pounds GVW or less.
2. The vehicle alterer does not increase the vehicle's unloaded vehicle weight by more than 10% over the maximum curb weight (unloaded vehicle weight specified in Table A corresponding to the particular pickup model and California engine-transmission combination) does not increase the frontal area by more than 10%, or does not provide a combination increase of weight plus frontal area of more than 14%.

NOTE: The maximum unloaded vehicle weight specified in Table A for California is the curb weight—the basic curb weight plus the weight of options of greater than 33% installation rate within that engine-transmission combination.

NOTE: If the weight (in pounds) of the altered vehicle exceeds the maximum unloaded vehicle weight specified in Table A corresponding to the particular pickup truck model and non-California engine-transmission combination, the vehicle alterer is required to certify the vehicle to FMVSS No. 204, Steering Control Rearward Displacement, FMVSS or CMVSS No. 212, Windshield Mounting, FMVSS No. 219, Windshield Zone Intrusion and FMVSS or CMVSS No. 301, Fuel System Integrity in addition to any other Federal or Canadian Motor Vehicle Safety Standards affected by the vehicle's alteration.

3. No axle ratio, tire size or tire type changes are made that would increase the drivetrain ratio by more than five percent.

The above information is not intended to provide guidelines for alteration of vehicles rated at 8500 pounds GVW or less for sale, registration or use in California.

Altered vehicles which do **not** satisfy these conditions may not be sold, offered or delivered for sale, or registered in California unless the altered vehicle is certified by the California Air Resources Board pursuant to all applicable emissions requirements. The vehicle alterer is responsible for obtaining such certification. Questions regarding these requirements should be directed to your legal counsel or the California Air Resources Board.

COMPLETED VEHICLES (cont'd)

TABLE A
MODELS AVAILABLE FOR PICKUP BOX REMOVAL^(e)

Pickup Models Available	Vehicle GVWRs (pounds)	Limitations of the Second Unit Body Installed by the Vehicle Alterer			Unloaded Vehicle Weights—Pounds										Mid-Ship Fuel Tank Shield Required
		Maximum Weight (pounds)	Maximum Center of Gravity Height (inches)	Maximum Overall Height (inches)	Maximum by Engine Size—Litres (Cubic Inches)										
					2.0		2.3		2.8						
					Non-California	California	Non-California	California	Non-California	California					
Ranger (4x2) 113.9 in. wb	4260 ^(h)	530	11.5 14.5	39.75 39.75	3070 —	2696 —	3135 —	2700 —	— 3215	— 2904					None
Regular Cab Models					4.9(300)		5.0(302)		5.8(351)		7.5(460)		8.9L Diesel		
					Non-California	California (e)	Non-California	California (e)	Non-California	California (e)	Non-California	California	Non-California	California	
F-150 (4x2) 133 in. wb	5450/6100	1030	12	31	4231 ^(a)	3668	4206 ^(a)	3955	4283 ^(a)	4006	NA	NA	NA	NA	E0TZ-9K002-B and E0TZ-9K014-D ^(f)
F-150 (4x4) 133 in. wb	6250	1030	12	31	4682 ^(a)	4137	4667 ^(a)	4191	4729 ^(a)	4270	NA	NA	NA	NA	E0TZ-9K002-B and E0TZ-9K014-D ^(f)
F-250 (4x2) 133 in. wb	6300/6500 ^(g)	1100	14	36	4598 ^(b)	4167	4589 ^(a)	4181	4646 ^(c)	4313 ^(c)	NA	NA	NA	NA	E0TZ-9K014-D
	7300 ^(g)	1100	14	36	4598 ^(b)	4167	4589 ^(a)	4181	4646 ^(c)	4313 ^(c)	NA	NA	NA	NA	E0TZ-9K014-D
	8600 w/6-Cyl. Eng.	1200	14	36	5472	5472	NA	NA	NA	NA	NA	NA	NA	NA	E0TZ-9K014-D
	8600 w/8-Cyl. Eng.	1800	16	36	NA	NA	NA	NA	6113	6113	6377	6377	6730	6760	E0TZ-9K014-D
F-250 (4x4) 133 in. wb ^(d)	6600	1160	12	31	4962	NA	4951 ^(c)	NA	5009 ^(c)	4607 ^(c)	NA	NA	NA	NA	E0TZ-9K002-B
	8600	1400	16	36	NA	NA	NA	NA	6107	6107	6370	6370	6721	6751	E0TZ-9K002-B
F-350 (4x2) 133 in. wb.	8700	1800	16	36	NA	NA	NA	NA	6113	6113	6377	6377	6730	6760	E0TZ-9K014-D
F-350(4x4) 133 in. wb	9000	1400	16	36	NA	NA	NA	NA	6157	6157	6425	6425	6771	6801	E0TZ-9K002-B
SuperCab Models															
F-150 (4x2) 155 in. wb	6250	1030	12	31	4599 ^(a)	3918 ^(a)	4607 ^(a)	4216	4676 ^(a)	4256 ^(a)	NA	NA	NA	NA	E0TZ-9K014-D
F-150 (4x4) 155 in. wb	6450	1030	12	31	5087 ^(a)	NA	5072	NA	5134 ^(a)	4621	NA	NA	NA	NA	E0TZ-9K014-D
F-250 (4x2) 155 in. wb	7900	1160	12	31	5024 ^(b)	4454	5014 ^(a)	4468	5072 ^(c)	4662 ^(c)	NA	NA	NA	NA	E0TZ-9K014-D
	8800	1160	12	31	5123	5123	NA	NA	5164	5164	5467	5467	5812	5812	E0TZ-9K014-D
F-250 (4x4) 155 in. wb	7600	1160	12	31	5489	NA	5478	NA	5536 ^(c)	5044 ^(c)	NA	NA	NA	NA	E0TZ-9K014-D

- (a) Maximum unloaded vehicle weight is shown for a vehicle with a manual, 4-speed overdrive transmission; maximum unloaded vehicle weight is increased by the following amount if equipped with the transmission indicated:
13 pounds—manual, 3-speed transmission.
69 pounds (4x2 models) or 81 pounds (4x4 models)—manual, 4-speed (creeper) transmission (NPG 435).
79 pounds (4x2 models) or 78 pounds (4x4 models)—manual, 4-speed (creeper) transmission (T-18).
113 pounds—automatic overdrive transmission.
134 pounds (4x2 models) or 133 pounds (4x4 models)—automatic transmission (add an additional 6 pounds for California models with 4.9L (300 CID) engines).
- (b) Maximum unloaded vehicle weight is shown for a vehicle with a manual, 3-speed transmission; maximum unloaded vehicle weight is increased by the following amount if equipped with the transmission indicated:
56 pounds—manual, 4-speed (creeper) transmission (NPG 435).
66 pounds—manual, 4-speed (creeper) transmission (T-18).
121 pounds—automatic transmission.
- (c) Maximum unloaded vehicle weight is shown for a vehicle with a manual, 4-speed (creeper) transmission (NPG 435 for 4x2 models; T-18 for 4x4 models); maximum unloaded vehicle weight is increased by the following amount if equipped with the transmission indicated:
3 pounds (4x4 models only)—manual, 4-speed (creeper) transmission (NPG 435).
65 pounds (4x2 models) or 55 pounds (4x4 models)—automatic transmission.
- (d) Models with the Snow Plow Preparation Package are excluded from pickup box removal.
- (e) IMPORTANT: See page 22 concerning alterations of vehicle, rated at 8500 pounds GVW or less for sale, registration or use in California.
- (f) IMPORTANT: Both the nose shield (EOTZ-9K002-B) and belly shield (EOTZ-9K014-D) are required for F-150 Regular Cab Models.
- (g) For purposes of FMVSS/CMVSS conformity only, limits for models with 5.0L engines are 1100 pounds, 14 inches and 36 inches for maximum second unit body weight, center of gravity height and overall height respectively and 5330 pounds maximum unloaded vehicle weight. For models with 5.8L Engine the limits are 1400 pounds, 16 inches and 36 inches for maximum second unit body weight, center of gravity height and overall height respectively and 5733 pounds maximum unloaded vehicle weight.
- (h) For purposes of FMVSS/CMVSS conformity only, limit for the maximum second unit body is 700 pounds weight and 11.5 inches center of gravity height. The maximum unloaded vehicle weight is 3427 pounds for models with 2.0L and 2.3L engines and 3515 pounds for models with 2.8L engines.

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

TABLE B

Tire and Wheel Weights			
F-SERIES			
Wheel Size	Wheel Weight (Pounds)	Tire Size	Tire Weight (Pounds)
15 x 5.5K (conventional steel wheel)	25.5	LT215/85R x 16	40.0
15 x 6.0 JK (conventional steel wheel)	26.2	LT235/85R x 16	48.5
15 x 6.0 JJ (cast aluminum wheel)	18.0	P195/75R x 15SL	23.0
16 x 7.0 JJ (styled steel wheel)	27.5	P215/75R x 15SL	29.2
16 x 6K (conventional steel wheel)	37.1	P235/75R x 15XL	33.1
		10.00 x 15	47.8
		10.00R x 15	43.9
		7.50 x 16	48.6
		7.50R x 16	46.7
RANGER			
14 x 5.0 JJ (conventional steel wheel)	16.7	P185/75R 14SL	18.5
14 x 5.0 JJ (styled steel wheel)	19.0	P195/75R 14SL	23.6
14 x 5.5 JJ (conventional steel wheel)	17.9	P205/75R 14SL	25.8
14 x 5.5 JJ (styled steel wheel)	20.4	P205/75R 14XL	23.0
14 x 6.0 JJ (conventional steel wheel)	24.2	P195/75R 15SL	25.5
14 x 6.0 JJ (cast aluminum wheel)	15.0	P205/75R 15SL	27.2
15 x 5.0 JJ (conventional steel wheel)	15.4		
15 x 5.5 JJ (conventional steel wheel)	17.8		
15 x 6.0 JJ (conventional steel wheel)	24.2		
15 x 6.0 JJ (cast aluminum wheel)			

TABLE C

PARTS LIST FOR F-SERIES VEHICLES OVER 8500 POUNDS GVWR ⁽¹⁾	
Mid-Ship Fuel Filler Cap, Pipe, Hoses, and Attachment Hardware w/Leaded Fuel	
Service Part Numbers	Part Description
EOTZ-9034-K	Filler Pipe (leaded fuel)
E1TZ-9047-J	Filler Hose (short)
D8TZ-9030-H	Filler Cap
EOTZ-9038-A	Intermediate Pipe
EOTZ-9049-C	Vent Hose (tube)
EOTZ-9B213-A	Cup (skirted body) ⁽²⁾
EOTZ-9040-A	Support (unskirted body) ⁽²⁾
E1TZ-9A116-D	Filler Hose
383526-S	Clamps (5 required)
N610937-S	Screws (3 required)

The above parts are now available in the form of a kit that includes the required mid-ship fuel tank shield as indicated in Table A; ask for Ford Service Part Number E1TZ-9B149-B or E1TZ-9B149-C.

Aft-of-Axle Fuel Filler Cap, Pipe, Hoses, and Attachment Hardware w/Leaded Fuel	
Service Part Numbers	Part Description
EOTZ-9034-K	Filler Pipe (leaded fuel)
E1TZ-9047-J	Filler Hose (short)
D8TZ-9030-H	Filler Cap
EOTZ-9038-A	Intermediate Pipe
EOTZ-9049-C	Vent Hose (tube)
EOTZ-9B213-A	Cup (skirted body) ⁽²⁾
EOTZ-9040-A	Support (unskirted body) ⁽²⁾
E1TZ-9A116-E	Filler Hose
383526-S	Clamps (5 required)
N610937-S	Screws (3 required)

The above parts are now available in the form of a kit; ask for Ford Service Part Number E1TZ-9B149-E.

(1) Parts available through Ford dealerships.

(2) Either cup or support is required depending on second unit body type (skirted or unskirted).

COMPLETED VEHICLES (cont'd)

TABLE D

PARTS LIST FOR F-SERIES VEHICLES RATED AT 8500 POUNDS GVW OR LESS ⁽¹⁾	
Mid-Ship Fuel Filler Cap, Pipe, Hoses, and Attachment Hardware w/Unleaded Fuel	
Service Part Numbers	Part Description
EOTZ-9034-N	Filler Pipe (unleaded fuel)
E1TZ-9047-J	Filler Hose (short)
D8TZ-9030-H	Filler Cap
EOTZ-9038-A	Intermediate Pipe
EOTZ-9049-C	Vent Hose (tube)
EOTZ-9B213-A	Cup (skirted body) ⁽²⁾
EOTZ-9040-A	Support (unskirted body) ⁽²⁾
E1TZ-9A116-D	Filler Hose
383526-S	Clamps (5 required)
N610937-S	Screws (3 required)
D7OZ-9A095-A	Label—Unleaded Fuel

The above parts are available in the form of a kit that includes the required mid-ship fuel tank shield as indicated in Table A; ask for Ford Service Part Number E1TZ-9B149-A.

(1) Parts available through Ford dealerships.

(2) Either cup or support is required depending on second unit body type (skirted or unskirted).

Aft-of-Axle Fuel Filler Cap, Pipe, Hoses, and Attachment Hardware w/Unleaded Fuel	
Service Part Numbers	Part Description
EOTZ-9034-N	Filler Pipe (unleaded fuel)
E1TZ-9047-J	Filler Hose (short)
D8TZ-9030-H	Filler Cap
EOTZ-9038-A	Intermediate Pipe
EOTZ-9049-C	Vent Hose (tube)
EOTZ-9B213-A	Cup (skirted body) ⁽²⁾
EOTZ-9040-A	Support (unskirted body) ⁽²⁾
E1TZ-9A116-D	Filler Hose
383526-S	Clamps (5 required)
N610937-S	Screws (3 required)
D7OZ-9A095-A	Label—Unleaded Fuel

The above parts are available in the form of a kit; ask for Ford Service Part Number E1TZ-9B149-D.

(1) Parts available through Ford dealerships.

(2) Either cup or support is required depending on second unit body type (skirted or unskirted).

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

TABLE E

PARTS LIST FOR RANGER MID-SHIP FUEL FILLER PIPE, HOSES, AND ATTACHMENT HARDWARE W/UNLEADED FUEL	
Service Part Numbers ⁽¹⁾	Part Description
E3TZ-9034-C	Filler Pipe
E3TZ-9047-D	Filler Hose
E3TZ-9047-E	Filler Hose
E3TZ-9324-B	Fuel Hose (tube)
E3TZ-9040-A	Bracket Support ⁽²⁾
E3TZ-9040-B	Support ⁽²⁾
E3TZ-9B213-B	Support ⁽²⁾
N802813-S	Crimp Ring
383526-S	Clamp—Hose—5 required
N802134-S2	Screw and Washer—3 required
N611174-S2	Screw

The Standard Filler Cap and Upper Pipe Assembly must be reused.

The above parts are available in kit form, ask for Ford Service Part Number E3TZ-9B149-C.

(1) Parts available through Ford dealerships.

(2) Only one of the two supports is required, depending on the second unit body type utilized (skirted or unskirted).

FIGURE 1
MID-SHIP FUEL TANK BELLY
SHIELD INSTALLATION
(E0TZ-9K014-D)

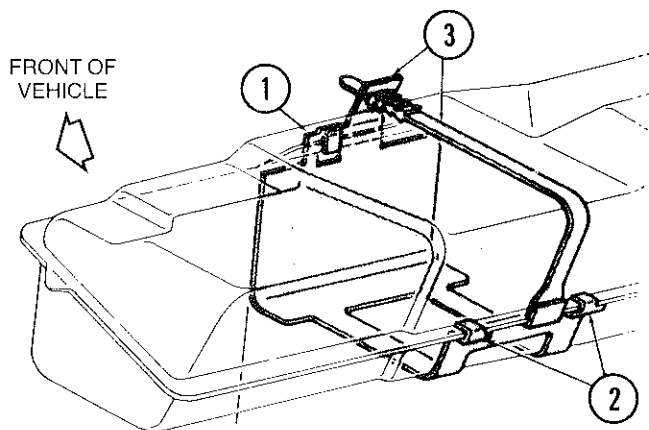
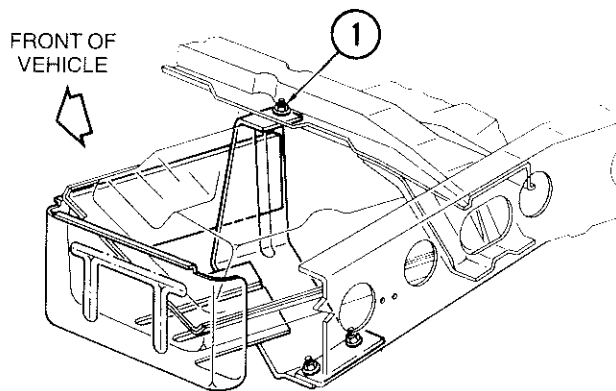


FIGURE 2
MID-SHIP FUEL TANK NOSE
SHIELD INSTALLATION
(E0TZ-9K002-B)



① INSURE CLIP IS SECURELY POSITIONED OVER INBOARD TURNED UP FLANGE

② PULL SHIELD UNDERNEATH FUEL TANK AND POSITION CLIPS OVER OUTBOARD TANK FLANGE

③ PULL STRAP OVER TOP OF FUEL TANK AND PULL STRAP THROUGH SLOT IN SHIELD

① INSTALL NUTS & BOLTS* THROUGH THE CROSS-MEMBER FLANGE & SHIELD. TORQUE TO 12-18 LB. FT.

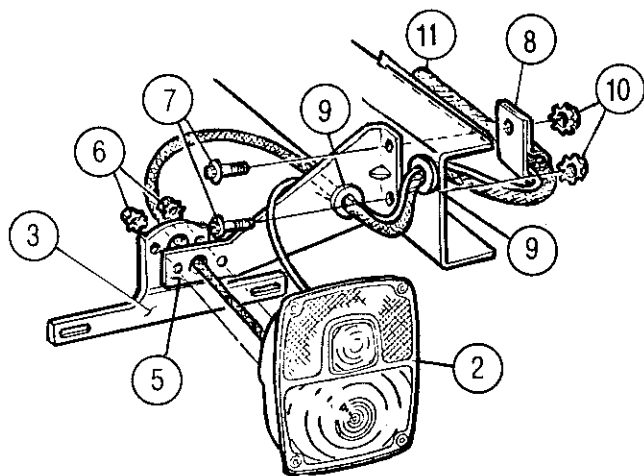
* BOLT-N802245-S2
NUT N620481-S

SECTION V cont'd

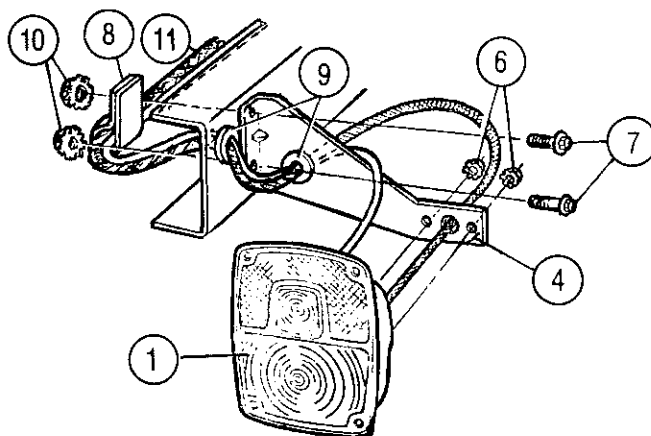
INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

FORD REAR LAMP ASSEMBLY INSTALLATION AND PARTS LIST

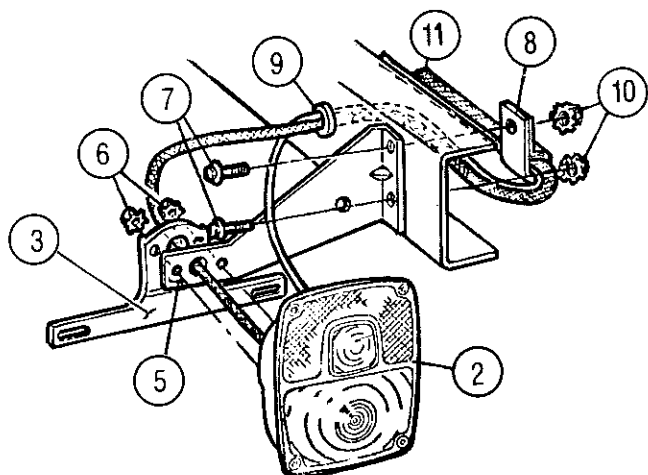


(LEFT-HAND
REAR LAMP
ASSEMBLY)

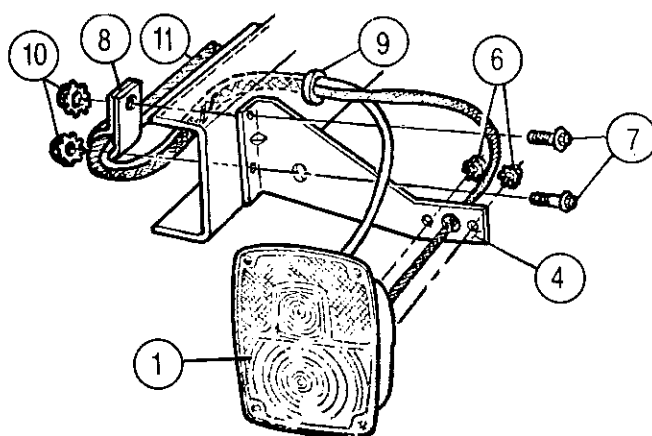


(RIGHT-HAND
REAR LAMP
ASSEMBLY)

INSTALLATION FOR 4x2 MODELS



(LEFT-HAND
REAR LAMP
ASSEMBLY)



(RIGHT-HAND
REAR LAMP
ASSEMBLY)

INSTALLATION FOR 4x4 MODELS

NOTE: SEE FOLLOWING PAGE FOR PARTS LIST

SECTION V cont'd

INCOMPLETE VEHICLES

COMPLETED VEHICLES (cont'd)

PARTS LIST

SERVICE PART NUMBERS	PART DESCRIPTION
1 E2TZ-13404-B	RIGHT-HAND REAR LAMP ASSEMBLY
2 E2TZ-13405-B	LEFT-HAND REAR LAMP ASSEMBLY
3 C7TZ-13406-A	LICENSE PLATE BRACKET
4 E0TZ-13470-C	RIGHT HAND MOUNTING BRACKET
5 E0TZ-13471-A	LEFT HAND MOUNTING BRACKET
6 34659-S36M	NUT AND WASHER ASSEMBLY (4 REQUIRED) (TORQUE TO 3-7 POUNDS-FEET)
7 55653-S36	BOLT (4 REQUIRED)
8 353473-S36	CLIP (2 REQUIRED)
9 384646-S	GROMMET (4 REQUIRED FOR 4x2 MODELS; 2 REQUIRED 4x4 MODELS) (SPLIT LINE IN GROMMET MUST BE AT TOP, IN VERTICAL POSITION)
10 34661-S36	NUT AND WASHER ASSEMBLY (4 REQUIRED) (TORQUE TO 12-20 POUNDS-FEET)
11 E1TZ-13A409-B OR E3TZ-13A409-A	WIRING HARNESS (CONNECT TO MAIN WIRING ASSEMBLY)—F-SERIES ONLY
	WIRING HARNESS (CONNECT TO MAIN WIRING ASSEMBLY)—RANGER ONLY

FIGURE 3
REQUIRED LABEL FOR VEHICLES ALTERED IN
THE UNITED STATES
(Reference 49 CFR Part 567.7*)

THIS VEHICLE WAS ALTERED BY _____ (1)
IN _____ (2) AND AS ALTERED
IT CONFORMS TO ALL APPLICABLE FEDERAL
MOTOR VEHICLE SAFETY STANDARDS IN EFFECT
IN _____ (3)
_____ (4)

- (1) Insert individual or corporate name of vehicle alterer.
- (2) Insert month and year in which alterations were completed.
- (3) Insert appropriate month and year—no earlier than the manufacturing date of the original vehicle and no later than the date alterations were completed.
- (4) If the altered vehicle type is other than a truck, insert the vehicle type (e.g., multi-purpose passenger vehicle or MPV).

* The label must be affixed to the vehicle in the manner and form described in 49 CFR Part 567.4:

- The label shall, unless riveted, be permanently affixed in such a manner that it cannot be removed without destroying or defacing it.
- The label shall be affixed to either the hinge pillar, door-latch post, or the door edge that meets the door-latch post, next to the driver's seating position, or if none of these locations is practicable, to the left side of the instrument panel (other permissible locations are also specified).
- The lettering on the label shall be of a color that contrasts with the background of the label.
- The label shall contain the required statements in the English language and lettered in block capitals and numerals not less than three thirty-seconds of an inch high.

FIGURE 4
REQUIRED LABEL FOR VEHICLES ALTERED
IN CANADA
(Reference Section 6* of the Canadian Motor
Vehicle Safety Regulations)

MFD. BY _____ (1)
DATE: _____ (2) GVWR: _____ (3) KG
FRONT GAWR: _____ (3) KG WITH
_____ (4) TIRES, _____ (4) RIMS
AT _____ (4) PSI COLD.
REAR GAWR: _____ (3) KG WITH
_____ (4) TIRES, _____ (4) RIMS
AT _____ (4) PSI COLD.
THIS VEHICLES CONFORMS TO ALL APPLICABLE
FEDERAL MOTOR VEHICLE SAFETY STANDARDS
IN EFFECT ON THE DATE OF MANUFACTURE SHOWN
ABOVE.
VEH. IDENT. NO. _____ (5)
TYPE _____ (6)

- (1) Insert the company that manufactured (altered) the vehicle, if it was manufactured (altered) by a company, or, if it was manufactured (altered) by a partnership or individual, the usual name under which the partnership or individual carries on business, or insert the name of the company authorized to affix the National Safety Mark (Ford Motor Company of Canada, Limited or Ford Motor Company).
- (2) Insert the date of manufacture stated on the safety standard certification label provided by Ford Motor Company.
- (3) Insert the GVWR/GAWR capacities in **kilograms** as stated on the safety standard certification label provided by Ford Motor Company.
- (4) Insert the tire, rim and cold inflation pressure information as stated on the safety standard certification label provided by Ford Motor Company.
- (5) Insert the vehicle identification number stated on the safety standard certification label provided by Ford Motor Company.
- (6) Insert the vehicle type of the altered vehicle.

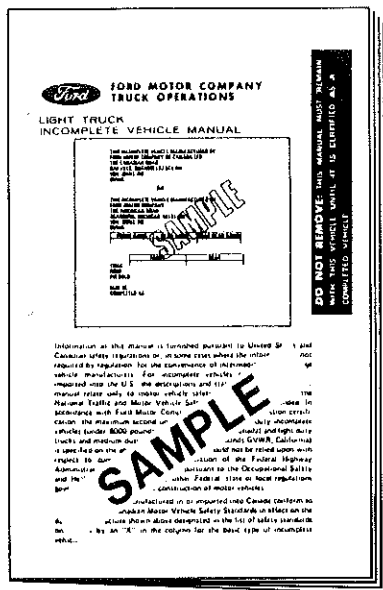
* The label must meet the following requirements as described in section 6:

- The lettering of the label shall be indelible, in a color that contrasts with the background color of the label, and in block capitals and numerals not less than three thirty-seconds of an inch in height.
- The label shall be permanently affixed to the same surface as that to which the national safety mark is affixed (the national safety mark is affixed by Ford Motor Company).

INCOMPLETE VEHICLES

All incomplete vehicles are provided with an incomplete vehicle manual. This manual contains the information required to comply with Part 568 of Title 49 of the Code of Federal Regulations for vehicles offered for sale in the United States and with Section 6 of the Canadian Motor Vehicle Safety Regulations for vehicles offered for sale in Canada. Ford incomplete vehicles* offered for sale in the United States and Canada will be provided with one of two unique incomplete vehicle manuals (one for Light Trucks, one for Medium/Heavy Trucks).

*See Chart B on page 31 for a list of Ford incomplete vehicles.



(LIGHT TRUCK VERSION SHOWN)

The manual must be forwarded with the vehicle until the final stage manufacturer has installed a Safety Compliance Certification Label on the completed vehicle.

In accordance with Ford Motor Company policy regarding emission certification, the maximum second unit body weight and frontal area for Ranger, F-Series light duty trucks and medium duty vehicles (under 8500 lbs./3856 kgs. GVWR) are specified on the above manual.

This symbol is required by Section 4 of the Canadian Motor Vehicle Safety Regulations on Ford incomplete vehicles manufactured in Canada or offered for sale in Canada.



Canadian National Safety Mark**

**Canada Motor Vehicle Safety regulations also incorporate Emission (including noise) Standards.

All chassis-cabs manufactured for sale in the United States are required by Part 567 of Title 49 of the Code of Federal Regulations to bear a chassis-cab conformity label. Ford chassis-cabs include Ranger and F-250/350 chassis cabs***.

***Excluding chassis-cabs with the Seat Delete Option.

THIS CHASSIS-CAB CONFORMS TO FEDERAL MOTOR VEHICLE SAFETY STANDARD NOS. 101, 102, 103, 104, 106, 107, 111,* 113, 115, 116, 118,** 124, 201,*** 203,*** 205, 206, 207, 208, 209, 210, 211 AND 302. THIS VEHICLE WILL CONFORM TO STANDARD NOS. 108, 120, 204,**** 212,*** 219,*** AND 301*** IF IT IS COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS CONTAINED IN THE INCOMPLETE VEHICLE DOCUMENT FURNISHED PURSUANT TO 49 CFR PART 568. CONFORMITY TO THE OTHER SAFETY STANDARDS APPLICABLE TO THIS VEHICLE WHEN COMPLETED IS NOT SUBSTANTIALLY AFFECTED BY THE DESIGN OF THE CHASSIS-CAB. CHASSIS-CAB MANUFACTURED BY FORD MOTOR COMPANY.

*ONLY IF EQUIPPED WITH OUTSIDE REARVIEW MIRRORS

**IF EQUIPPED WITH OPTIONAL POWER FRONT WINDOWS

***IF GVW RATED AT 4536 KG (10000 LB) OR LESS

****IF GVW RATED AT 4536 KG (10000 LB) OR LESS AND COMPLETED AT AN UNLOADED VEHICLE WEIGHT OF 1814 KG (4000 LB) OR LESS

▽E3TA-10204861A

(Version shown is for Light Trucks manufactured in the United States or Canada.)

The following section headed "Multi-Stage Manufacture: Safety Certification Regulations" identifies some of the responsibilities of the incomplete, intermediate and final stage vehicle manufacturers pursuant to Part 567 and 568 of Title 49 of the Code of Federal Regulations under the National Traffic & Motor Vehicle Safety Act of 1966 in the United States and the Canada Motor Vehicle Safety Act in Canada.

MULTI-STAGE MANUFACTURE: SAFETY CERTIFICATION REGULATIONS

United States Manufacturers

Requirements concerning certification of compliance to Federal Motor Vehicle Safety Standards ("FMVSS") of vehicles manufactured in two or more stages are contained in Parts 567 and 568 of Title 49, Code of Federal Regulations. These regulations set forth the requirements for (i) manufacturers of completed motor vehicles; (ii) persons who, prior to the first retail sale, alter a vehicle in a manner that affects compliance; (iii) persons who perform manufacturing operations on an incomplete vehicle in furtherance of its completion and (iv) persons who do not alter certified vehicles or do so with readily attachable components, in such a manner that the vehicle's stated weight ratings are still valid. These regulations require among other things that each completed motor vehicle have a permanently affixed label certifying that such vehicle conformed with all applicable FMVSS on the stated date of manufacture.

SECTION V cont'd

INCOMPLETE VEHICLES

INCOMPLETE VEHICLES (cont'd)

All completed vehicles manufactured by Ford Motor Company have affixed the required certification label when the vehicle leaves the assembly plant. This certification label on a completed vehicle specifies the Gross Axle Weight Rating (GAWR) for each axle of the vehicle and the Gross Vehicle Weight Rating (GVWR) of the total vehicle. The label also lists the tire and rim data required by FMVSS 120. Any person who alters a complete vehicle prior to the first retail sale should be aware of the legal obligations placed on him by Parts 567 and 568 of Title 49, Code of Federal Regulations.

All incomplete vehicles manufactured by Ford Motor Company have attached an "Incomplete Vehicle Manual." This manual contains information which an incomplete vehicle manufacturer is required to furnish subsequent stage manufacturers under Part 568 of Title 49, Code of Federal Regulations. This information includes the identification of the particular vehicle to which the manual applies, the designation by Ford of the type of vehicle into which the incomplete vehicle may be manufactured, and a listing of the applicable FMVSS. Each applicable standard is accompanied by a statement indicating the degree of compliance of the vehicle with that standard at the time of manufacture by Ford. In some cases, Ford has provided statements as to the conditions under which the vehicle may be manufactured so as to conform when completed. Ford makes no representation that the conditions indicated represent the only conditions under which the vehicle may be completed; however, when a subsequent stage manufacturer deviates from these conditions he must independently provide the basis for certification to the particular standard. In those cases where conformity with a standard is not substantially affected by the incomplete vehicle design, Ford has provided a statement indicating that no representation as to conformity with the standard is made.

Part 568 of Title 49, Code of Federal Regulations, requires the incomplete vehicle manufacturer to specify the Gross Axle Weight Rating (GAWR)* for each axle of the vehicle, and the Gross Vehicle Weight Rating (GVWR) of the total vehicle. Ford provides this information on the cover of the Incomplete Vehicle Manual that accompanies each incomplete vehicle as it leaves Ford's assembly plant.

Chassis-cabs manufactured by Ford Motor Company are required to bear a "Chassis-Cab Conformity Label." This label contains statements which a chassis-cab manufacturer is required to furnish under Part 567 of Title 49 of the Code of Federal Regulations. These statements specify the FMVSS to which the chassis-cab conforms, the FMVSS to which the vehicle will conform if completed in accordance with the instructions contained in the incomplete vehicle manual, and that conformity with the other FMVSS is not substantially affected by the design of the chassis-cab. Also specified is the manufacturer of the chassis-cab and date of manufacture.

NOTE: Although Ford provides in the Incomplete Vehicle Manual statements concerning compliance (as mentioned

above) with respect to all applicable Federal Motor Vehicle Safety Standards, it is the responsibility of the final stage manufacturer to certify that the completed vehicle meets all applicable FMVSS (except in the case of chassis-cabs where the final stage manufacturer must certify conformity on a standard-by-standard basis in response to the chassis-cab manufacturer's statements of conformity as provided on the "Chassis-Cab Conformity Label"). Advice concerning compliance with the National Traffic and Motor Vehicle Safety Act and standards and regulations issued thereunder should be obtained from your legal counsel or the National Highway Traffic Safety Administration.

Canadian Manufacturers

Canadian requirements concerning certification of compliance to Canada Motor Vehicle Safety Standards of vehicles require each truck, truck tractor, bus, school bus and multipurpose passenger vehicle (except chassis-cabs and truck tractors not fitted with fifth wheel couplings) to have permanently affixed the National Safety Mark and a label certifying that such vehicle conformed with all applicable CMVSS on the stated date of manufacture.

All trucks, buses and multipurpose passenger vehicles manufactured by Ford Motor Company have affixed the required National Safety Mark and certification label when the vehicle leaves the assembly plant. This certification label on a truck, bus or multipurpose passenger vehicle specifies the Gross Axle Weight Rating (GAWR) for each axle of the vehicle and the Gross Vehicle Weight Rating (GVWR) of the total vehicle. Any person who alters a truck, bus or multipurpose passenger vehicle prior to the first retail sale may be considered a manufacturer and therefore he should be aware of the legal obligations placed on him by the Canadian Motor Vehicle Safety Act and Regulations.

All chassis-cabs and truck tractors not fitted with fifth wheel couplings manufactured by Ford Motor Company have attached the National Safety Mark and an "Incomplete Vehicle Manual." This manual contains statements which a chassis-cab or truck tractor manufacturer is required to make under Section 6 of the Canadian Motor Vehicle Safety Regulations. These statements include the identification of the particular chassis-cab or truck tractor to which the manual applies, the designation by Ford of the type of vehicle which the chassis-cab may be completed and a listing of those standards to which the chassis-cab or truck tractor conforms in full.

Section 7 of the Canadian Motor Vehicle Safety Regulations specifies requirements for manufacturers who assemble trucks, truck tractors, buses, school buses and multipurpose passenger vehicles from certain chassis-cabs and truck tractors.

Section 6 of the Canadian Motor Vehicle Safety Regulations requires the manufacturer of a chassis-cab to specify the Gross Axle Weight Rating (GAWR)* for each axle of the chassis-cab and the Gross Vehicle Weight Rating (GVWR) of the total chassis-cab. Ford provides this information on the cover of the Incomplete Vehicle Manual that accompanies each chassis-cab as it leaves Ford's assembly plants.

The following charts relate Ford Motor Company Truck products to Federal Vehicle Classifications (Charts A & B) and specify the Motor Vehicle Safety Standards which apply to each classification (Charts C & D).

FORD TRUCK MODEL APPLICATION TO FEDERAL VEHICLE CLASSIFICATION

CHART A

Completed Vehicles—Certified for Customer Use	
Model	Certified for Use As
• Ranger Pickup*	Truck
• F-Series* Styleside/FIareside	Truck
• Bronco	MPV
• Bronco II	MPV
• Econoline Van and SuperVan**— 1 & 2 Pass.	Truck
• Econoline Van and SuperVan— 4, 5 & 7 Pass.	MPV
• Club Wagon and Super Wagon— 4, 5, 7 & 8 Pass.	MPV
• Club Wagon and Super Wagon— 11, 12 & 15 Pass.	Bus (Not School Bus)
• Econoline Parcel Delivery Van	Truck

*Without Seat Delete Option.

**Without Seat Delete Option, School Bus Body Builder Preparation Package Option, or Ambulance Body Builder Preparation Package Option.

CHART B

Incomplete Vehicles*—Require Completion and Certification by Subsequent Stage Manufacturers	
Model	May Be Completed As
LIGHT TRUCK PRODUCTS:	
• Ranger with Seat Delete Option (See Note) . . .	Truck
• Ranger Chassis Cab	Truck, MPV
• F-250/350 Chassis Cab	Truck, MPV, Truck Tractor
• Econoline Van and SuperVan with Seat Delete Option	MPV, Truck
• E-350 Econoline Van and SuperVan with School Bus Body Builder Preparation Package Option	School Bus, Bus
• E-350 Econoline Van and SuperVan with Ambulance Body Builder Prepara- tion Package Option	MPV Truck
• E-350 Econoline RV Cutaway	MPV
• E-350 Econoline Commercial Cutaway**	Truck, Bus (Not School Bus)
• E-350 Econoline Commercial Stripped Chassis	Truck

*Incomplete vehicles are referred to generally as "Chassis Cabs" in Canadian Regulations.

**When ordered with the School Bus Body Builder Preparation Package Option, the incomplete vehicle may be completed as a bus or school bus.

SECTION V cont'd

INCOMPLETE VEHICLES

INCOMPLETE VEHICLES (cont'd)

CHART C

U.S. Motor Vehicle Safety Standards (Application by Classification)						
FMVSS Number	Title of Standard	Bus (Not School Bus)	School Bus	Truck	MPV	(a) Equip.
101	Control Location, Identification and Illumination	X	X	X	X	
102	Transmission Shift Lever Sequence, Starter Interlock & Transmission Braking Effect	X	X	X	X	
103	Windshield Defrosting & Defogging Systems ^(e)	X	X	X	X	
104	Windshield Wiping and Washing Systems	X	X	X	X	
105	Hydraulic Brake Systems	X	X	X	X	
106	Brake Hoses	X	X	X	X	X
107	Reflecting Surfaces	X	X	X	X	
108	Lamps, Reflective Devices and Associated Equipment	X	X	X	X	X
111	Rearview Mirrors	X	X	X	X	
112	Headlamp Concealment Devices	X	X	X	X	
113	Hood Latch Systems	X	X	X	X	
115	Vehicle Identification Number (Applicable to incomplete vehicles as well)	X	X	X	X	
116	Hydraulic Brake Fluids	X	X	X	X	X
118	Power Operated Window Systems				X	
119	New Pneumatic Tires for Vehicles Other Than Passenger Cars					X
120	Tire Selection and Rims for Motor Vehicles Other than Passenger Cars	X	X	X	X	
121	Air Brake Systems	X	X	X	X	X
124	Accelerator Control Systems	X	X	X	X	
125	Warning Devices					X
201	Occupant Protection in Interior Impact	X ^(c)	X ^(c)	X ^(c)	X ^(c)	
203	Impact Protection for the Driver from the Steering Control System ^(g)	X ^(c)	X ^(c)	X ^(c)	X ^(c)	
204	Steering Control Rearward Displacement ^(g)	X ^(f)	X ^(f)	X ^(f)	X ^(f)	
205	Glazing Materials	X	X	X	X	X
206	Door Locks and Door Retention Components			X	X	
207	Seating Systems	X	X	X	X	
208	Occupant Crash Protection	X	X	X	X	X
209	Seat Belt Assemblies					X
210	Seat Belt Assembly Anchorages	X	X	X	X	
211	Wheel Nuts, Wheel Discs and Hub Caps				X	X ^(b)
212	Windshield Mounting	X ^(c)	X ^(c)	X ^(c)	X ^(c)	
217	Bus Window Retention and Release	X	X			
219	Windshield Zone Intrusion	X ^(c)	X ^(c)	X ^(c)	X ^(c)	
220	School Bus Rollover Protection		X			
221	School Bus Body Joint Strength		X ^(d)			
222	School Bus Passenger Seating and Crash Protection		X			
301	Fuel System Integrity	X ^(c)	X	X ^(c)	X ^(c)	
302	Flammability of Interior Materials	X	X	X	X	

(a) Applicable to Equipment used on the listed Vehicle Classifications.

(b) Applicable to Equipment used on MPV's only.

(c) Applicable to vehicles with a GVWR of 10,000 lbs./4536 kgs. or less.

(d) Applicable to vehicles with a GVWR over 10,000 lbs./4536 kgs.

(e) Applicable to vehicles sold in the Continental United States.

(f) Applicable to vehicles with a GVWR of 10,000 lbs./4536 kgs. or less and an unloaded vehicle weight (see definition on page 33) of 4000 lbs/1814 kgs. or less.

(g) Not applicable to walk-in vans.

CHART D

Canada Motor Vehicle Safety Standards (CMVSS) (Application by Classification)				
CMVSS Number	Title of Standard	Bus	Chassis Cab	Truck MPV
101	Control Location & Identification	X	X	X
102	Transmission Shift Control Sequence	X	X	X
103	Windshield Defrosting & Defogging	X	X	X
104	Windshield Wiping and Washing Systems	X	X	X
105	Hydraulic Brake Systems	X ^(d)	X	X
106	Hydraulic Brake Hoses	X	X	X
107	Reflecting Surfaces	X	X	X
108	Lighting Equipment	X	X	X
108.1	Headlamps	X	X	X
112	Headlamp Concealment Devices	X	X	X
113	Hood Latch System	X	X	X
116	Hydraulic Brake Fluid	X	X	X
118	Power Operated Window Systems			X
120	Tire Selection and Rims for Vehicles other than Passenger Cars	X	X	X
121	Air Brake Systems	X	X	X
124	Accelerator Control Systems	X	X	X
205	Glazing Materials	X	X	X
206	Door Latches, Hinges and Locks	X	X	X
207	Anchorage of Seats	X	X	X
208	Selt Belt Installations	X	X	X
209	Seat Belt Assemblies	X	X	X
210	Seat Belt Assembly Anchorages	X	X	X
211	Wheel Nuts, Hub Caps and Wheel Discs			X
212	Windshield Mounting	X ^(c)		X ^(c)
213	Child Seating and Restraint Systems	X		X
217	Bus Window Retention, Release and Emergency Exits	X		
219	Windshield Zone Intrusion	X ^(c)	X ^(c)	X ^(c)
220	Rollover Protection	X ^(d)		
301	Fuel System Integrity	X ^(c)		X ^(c)
302	Flammability of Interior Materials	X	X	X
1101	Emission Device	X	X	X
1102	Crankcase Emissions (Gas Engines only)	X	X	X
1103	Hydrocarbons and CO (Gas Engines only)	X	X	X
1104	Opacity (Diesel Engines only) ^(a)	X	X	X
1105	Evaporative Emission ^(b)	X	X	X
1106	Noise	X	X	X

(a) Vehicles over 6000 lbs./2722 kg. GVWR.

(b) Vehicles 6000 lbs./2722 kg. GVWR or less.

(c) Vehicles 10,000 lbs./4536 kg. GVWR or less.

(d) School Buses only.

REFERENCE PUBLICATIONS

The following documents are some of the useful reference publications available.

I. "Federal Motor Vehicle Standards and Regulations with Amendments and Interpretations"

II. "Federal Register"

Subscriptions to I. and II. are available.

Write to: Superintendent of Documents

U.S. Government Printing Office

Washington, D.C. 20402

III. "Society of Automotive Engineers" (SAE)

Handbook Supplement 19

Technical Reports Referenced in Federal Motor

INCOMPLETE VEHICLES (cont'd)

Vehicle Safety Standards:

Write to: Society of Automotive Engineers, Inc.
400 Commonwealth Dr.
Warrendale, PA 15096

IV. "Canada Gazette"

Information Canada
Ottawa, Ontario, Canada

V. Canada Motor Vehicle Safety Standards are available from:

Road and Motor Vehicle Safety Branch
Canada Ministry of Transport
Tower C—Place de Ville
Ottawa, Ontario K1A 0N5

DEFINITIONS OF TERMS USED IN THE
U.S. NATIONAL TRAFFIC AND MOTOR
VEHICLE SAFETY ACT OR REGULATIONS
THEREUNDER

Bus means a motor vehicle with motive power, except a trailer, designed for carrying more than 10 persons.

Chassis Cab means an incomplete vehicle, with a complete occupant compartment, that requires the addition of cargo-carrying, work-performing or load-bearing components to perform its intended functions.

Completed vehicle means a vehicle that requires no further manufacturing operations to perform its intended function, other than the addition of readily attachable components, such as mirrors or tire and rim assemblies, or minor finishing operations such as painting.

Completed vehicle alterer as used in this book, means a person who alters a vehicle that has previously been certified in accordance with Section 567.4 or 567.5 of Title 49 Code of Federal Regulations other than by the addition, substitution or removal of readily attachable components such as mirrors or tire and rim assemblies, or minor finishing operations such as painting, or who alters the vehicle in such a manner that its stated weight ratings are no longer valid, before the first purchase of the vehicle in good faith for purposes other than resale.

Dealer means any person who is engaged in the sale and distribution of new motor vehicles or motor vehicle equipment primarily to purchasers who in good faith purchase any such vehicle or equipment for purposes other than resale.

Final-stage manufacturer means a person who performs such manufacturing operations on an incomplete vehicle that it becomes a completed vehicle.

Gross axle weight rating (GAWR) means the value specified by the vehicle manufacturer as the load carrying capacity of a single axle system as measured at the tire-ground interfaces.

Gross vehicle weight rating (GVWR) means the value specified by the vehicle manufacturer as the loaded weight of a single vehicle.

Incomplete vehicle means an assemblage consisting, as a minimum, of frame and chassis structure, power train, steering system, suspension system, and braking system, to the extent that those systems are to be part of the completed vehicle, that requires further manufacturing operations, other than the addition of readily attachable components, such as mirrors or tire and rim assemblies, or minor finishing operations such as painting, to become a completed vehicle.

Manufacturer means any person engaged in the manufacturing or assembling of motor vehicles or motor vehicle equipment, including any person importing motor vehicles or motor vehicle equipment for resale.

Multipurpose passenger vehicle (MPV) means a motor vehicle with motive power, except a trailer, designed to carry 10 persons or less which is constructed either on a truck chassis or with special features for occasional off-road operation.

School bus means a bus that is sold or introduced in interstate commerce, for purposes that include carrying students to and from school or related events, but does not include a bus designed and sold for operation as a common carrier in urban transportation.

Truck means a motor vehicle with motive power, except a trailer, designed primarily for the transportation of property or special purpose equipment.

Truck tractor means a truck designed primarily for drawing other motor vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and the load so drawn.

Unloaded vehicle weight means the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants.

DEFINITIONS OF TERMS USED IN THE
CANADIAN MOTOR VEHICLE SAFETY ACT OR
REGULATIONS THEREUNDER

Assembler means a manufacturer engaged in the business of altering vehicles that bear the national safety mark.

Auto transporter means a truck and a trailer designed for use in combination to transport motor vehicles where the truck is designed to carry cargo other than at the fifth wheel and that cargo is to be loaded only by means of the trailer.

Bus means a vehicle having a designated seating capacity of more than ten, but does not include a trailer.

Chassis cab means a vehicle consisting of a chassis that is capable of being driven, drawn or self-propelled, upon which may be mounted a cab, and that is designed to receive

- (a) a passenger-carrying or cargo-carrying body including a body that incorporates a prime mover, or
- (b) a work performing structure other than a fifth-wheel coupling.

SECTION V cont'd

INCOMPLETE VEHICLES

INCOMPLETE VEHICLES (cont'd)

Distributor means a person engaged in the business of selling to other persons, for the purpose of resale, vehicles manufactured in Canada and obtained directly from a manufacturer or his agent.

Gross axle weight rating (GAWR) means the value specified by the vehicle manufacturer as the load-carrying capacity of a single axle system, as measured at the tire-ground interfaces.

Gross vehicle weight rating (GVWR) means the value specified by the vehicle manufacturer as the loaded weight of a single vehicle.

Importer means a person engaged in the business of importing vehicles into Canada.

Manufacture includes the process of assembling or altering a motor vehicle in order to complete that motor vehicle for the purpose of sale of that motor vehicle to the first purchaser at the retail level.

Manufacturer means a person engaged in the business of manufacturing vehicles.

Motor home means a multipurpose passenger vehicle that provides living accommodation for persons.

Motor vehicle means any vehicle designed to be driven or drawn on roads by any means other than exclusively by muscular power and includes pedal cycles with auxiliary motors, minibikes, motorized snow vehicles, but does not include any vehicle designed for running exclusively on rails.

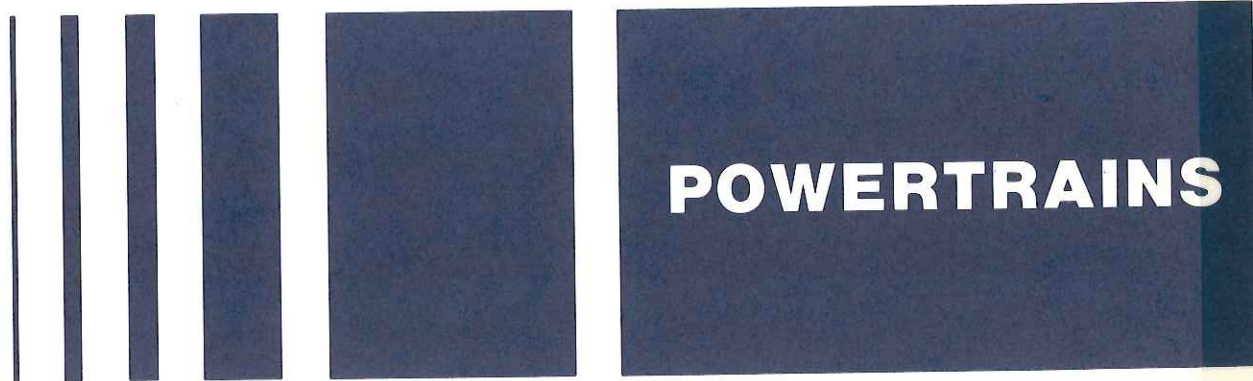
Multipurpose passenger vehicle means a vehicle having a designated seating capacity of ten or less that is constructed either on a truck-chassis or with special features for occasional off-road operation, but does not include an air cushion vehicle, all-terrain vehicle, golf-cart, passenger car or truck.

School bus means a bus designed or equipped primarily to carry students to and from school.

Truck means a vehicle designed primarily for the transportation of property or equipment, but does not include a chassis cab, crawler-mounted vehicle, trailer, work vehicle or a vehicle designed for operation exclusively off the public highway.

Truck tractor means a truck designed primarily for drawing other vehicles and not constructed for carrying any load other than a part of the weight of the vehicle and load drawn, and includes a vehicle designed to accept a fifth-wheel coupling but does not include a crane-equipped breakdown vehicle.

Vehicle means a motor vehicle.



POWERTRAINS

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NOTE:

Liquefied Petroleum Gas Conversions

1983 model year Ford Light Duty truck gasoline engines will not experience harmful effects to engine components when properly converted to use LPG fuel. However, vehicles with EEC-III, EEC-IV or microprocessor (MCU) engine control are not compatible with existing LPG conversion equipment, as they feature carburetor feedback control. Consequently, these vehicles should not be converted to LPG fuel. Conversions to LPG should only be made by reputable and qualified distributors of LPG equipment and when permissible under, and in conformance with, all applicable federal, state and local requirements. Engines so converted should only be operated with LPG fuels specifically designated for motor vehicle use. Operators of LPG vehicles should obtain from the establishment that made the conversion, and strictly adhere to, all precautions and use operating instructions pertaining to these vehicles.

NOTE:

High Altitude Emission System *required* on most light trucks (under 8500 lbs. GVWR) to be sold to customers for principal use at elevations above 4,000 feet to comply with 1983 Federal Environmental Protection Agency regulations. Selected powertrains, not available with the High Altitude Emission System, may also be sold to customers for use in high altitude areas based on exemptions granted by the EPA—these powertrains are designated with a footnote reference in the appropriate Engine/Driveline Availability chart.

Vehicles equipped with the High Altitude Emissions Systems may also be sold to customers in high altitude fringe areas on an optional basis. High altitude counties, as defined in the EPA regulations, are listed in Mr. B.L. Crumpton's letter of May, 1982, to all Ford Dealers.

FOUR-CYLINDER ENGINES

POWERTRAINS

NEW RANGER 2.2L I-4 DIESEL ENGINE QUICK FACTS

The new 2.2L I-4 Diesel engine combines typical Diesel fuel efficiency with short-interval starting, smooth warm-up and many maintenance safeguards. It is optional with a 4-speed manual transmission for Ranger 4x2 pickups in all areas.

Quick-heating glow plugs at each cylinder prepare the engine for starts in just 3 seconds and remain heated during warm-up to assist combustion. High-swirl pre-combustion chambers and a high compression ratio combine to provide peak combustion efficiency with minimum emissions. Warning lights on the instrument panel alert the driver when the glow plugs are heating for starting...and whenever an excessive amount of water is collected in the sediment.

2.2L FOUR-CYLINDER DIESEL ENGINE SPECIFICATIONS

Type	4-Cylinder, In-Line, Overhead Valve
Displacement (liters)	2.2
Bore and Stroke (inches)	3.50 x 3.50
Compression Ratio (to 1)	22.0
Main Bearings	5
Fuel	Diesel
Injection Pump	Indirect, Gear Driven
Exhaust	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
Ranger Pickup	OPT	OPT	59 @ 4000	90 @ 2500	OPT	59 @ 4000	86 @ 2500

RANGER 2.0/2.3 LITER QUICK FACTS

Two 4-cylinder gas engines are available for the 1983 Ranger. The standard gas engine for 4x2 models is the 2.0 liter. A more powerful 2.3 liter gas engine is standard on 4x4 models and available as an option on 4x2 models.

Both gas engines feature overhead cams, five-bearing crankshafts and automatic hydraulic valve adjusters. The automatic valve lash adjustment takes place in the pedestal rest of the valve-operating finger. As a result, the hydraulic take-up mechanism does not add to the reciprocating weight of the valve train. This eliminates valve adjustment as a scheduled maintenance operation.

2.0L 1V FOUR-CYLINDER GAS ENGINE SPECIFICATIONS

Type	4-Cylinder, In-Line, Overhead Cam
Displacement (liters)	2.0
Bore and Stroke (inches)	3.52 x 3.13
Compression Ratio (to 1)	9.0
Main Bearings	5
Valve Adjustment	Automatic
Carburetor	Automatic Choke, Single Venturi
Fuel	Unleaded
Ignition	Electronic
Exhaust	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
Ranger Pickup (4x2)	STD	NA	73 @ 4000	107 @ 2400	NA	—	—

Gas engine features include:

- Lightweight cast-iron cylinder block
- Single overhead cam
- Centrifugal and vacuum advance distributor
- DuraSpark electronic ignition
- Full-length water jackets
- Five-main-bearing crankshaft, balanced both statically and dynamically
- Automatic choke

2.3L 1V FOUR-CYLINDER GAS ENGINE SPECIFICATIONS

Type	4-Cylinder, In-Line, Overhead Cam
Displacement (liters)	2.3
Bore and Stroke (inches)	3.78 x 3.13
Compression Ratio (to 1)	9.0
Main Bearings	5
Valve Adjustment	Automatic
Carburetor	Automatic Choke, Single Venturi
Fuel	Unleaded
Ignition	Electronic
Exhaust	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
Ranger Pickup and Chassis Cab (4x2 & 4x4) (Man. Trans.)	OPT	OPT	79 @ 3800	124 @ 2200	STD	79 @ 3800	124 @ 2200
Ranger Pickup (4x2) (Auto. Trans.)	OPT	OPT	82 @ 4200	126 @ 2200	STD	82 @ 4200	126 @ 2200

SIX-CYLINDER ENGINES

2.8 LITER 2V V-6 QUICK FACTS

Based upon Ford's years of experience in producing small European V-6s, the 2.8L engine has been extensively refined to meet the needs of American compact trucks and off-road vehicles.

Engine features include:

- Fourth-generation electronic engine control
- Two-barrel modulated-feedback carburetor with temperature-compensated accelerator pump for consistent engine operation
- High-energy ignition system with electronic control for highly accurate ignition timing
- Camshaft and bearings designed for reduced stress and improved load distribution
- Fiberglass-reinforced nylon timing gear resists wear
- Standard fan clutch operates only when needed, aiding fuel economy
- Valve stems have a hard chrome finish for wear resistance; exhaust valves are faced with Stellite to help reduce burning and wear
- Cylinder heads redesigned for improved cooling
- Main bearing cap bolts enlarged for crankshaft support
- Redesigned gaskets at rocker covers, intake manifold and fuel pump for improved sealing
- Chrome-plated nodular iron top piston rings for long service
- Color-coded fluid check and fill locations plus other aids for "do-it-yourselfers"
- 30,000-mile spark plug and air filter changes

2.8L 2V V-6 CYLINDER ENGINE SPECIFICATIONS

Type.....	6-Cylinder, V-6, Overhead Valve
Displacement (liters).....	2.8L
Bore and Stroke (inches).....	3.66 x 2.70
Compression Ratio (to 1).....	8.7
Main Bearings.....	4
Valve Lifters.....	Mechanical
Carburetor.....	Automatic Choke, 2-Venturi
Fuel.....	Unleaded
Ignition.....	Electronic
Exhaust.....	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
Bronco II.....	STD	STD	115 @ 4600	150 @ 2600	STD	115 @ 4600	150 @ 2600
Ranger (4x2 & 4x4).....	OPT	OPT	115 @ 4600	150 @ 2600	OPT	115 @ 4600	150 @ 2600

3.8 LITER 2V V-6 QUICK FACTS

Ford's lightweight 3.8L V-6 cylinder engine has been designed to provide V-8 type power with six-cylinder economy. This engine incorporates many weight saving aluminum components including cylinder heads, intake manifold, front cover, pistons, and water pump.

Engine features include:

- **DuraSpark electronic ignition**

- **Self-adjusting hydraulic valve lifters**
- **Automatic choke**
- **Four main copper-lead crankshaft bearings**
- **Gear-type oil pump is integral with front cover**
- **Cast-iron camshaft incorporates fuel pump and distributor drive gears**
- **Intake manifold incorporates three pressed-in heat stove tubes for fast engine warm-up**

3.8L 2V V-6 CYLINDER ENGINE SPECIFICATIONS

Type.....	6-Cylinder, V-6, Overhead Valve
Displacement (liters).....	3.8L
Bore and Stroke (inches).....	3.81 x 3.39
Compression Ratio (to 1).....	8.7
Main Bearings.....	4
Valve Lifters.....	Hydraulic
Carburetor.....	Automatic Choke, 2-Venturi
Fuel.....	Unleaded
Ignition.....	Electronic
Exhaust.....	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
F-100 4x2.....	STD ⁽¹⁾	STD	109 @ 3600	184 @ 1600	NA	—	—

(1) Not available with F-100 Fuel Saver Pkg.

4.9 LITER 1V I-6 QUICK FACTS

The 4.9L I-6 is designed strictly as a truck engine with heavy-duty components. It features excellent low-end torque for good pulling power.

Engine features include:

- **DuraSpark electronic ignition**
- **Self-adjusting hydraulic valve lifters**
- **Automatic choke**
- **Positive-displacement rotor-type oil pump**
- **Aluminized cast austenitic steel exhaust valves with positive valve rotators for long life**
- **8-counterweight crankshaft with 7 copper-lead main bearings**
- **Thermostatically controlled air intake system for fast warm-up**

4.9L 1V SIX-CYLINDER ENGINE SPECIFICATIONS

Type	6-Cylinder, In-Line, Overhead Valve
Displacement (liters)	4.9
Bore and Stroke (inches)	4.00 x 3.98
Compression Ratio (to 1)	
All Except FS (Fuel Saver)	8.4
F-100 FS (Fuel Saver)	8.7
Main Bearings	7
Valve Lifters	Hydraulic
Carburetor	Automatic Choke, Single Venturi
Fuel—F-250 Over 8500 lbs. GVWR,	
F-350 and E-350	Unleaded or Leaded
—Bronco, F-100/150/250 Under 8500 lbs. GVWR,	
E-100/150, E-250 Van and SuperVan	Unleaded
Ignition	Electronic
Exhaust	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
F-100 4x2 w/Man. Trans. & 2.47 axle, exc. FS	OPT ⁽¹⁾	NA	118 @ 3000	253 @ 1400	NA	—	—
F-100 4x2 w/FS (Fuel Saver) Pkg.	STD	NA	120 @ 3000	254 @ 1600	NA	—	—
F-100 4x2 exc. above & AOD Trans.	OPT	STD	120 @ 3200	251 @ 1600	STD	117 @ 3000	251 @ 1200
F-100 4x2 w/AOD Trans.	OPT	OPT	121 @ 3200	250 @ 1600	OPT	117 @ 3000	247 @ 1400
F-150 4x2 w/Man. Trans. & 2.47 axle	STD	NA	118 @ 3000	253 @ 1400	NA	—	—
F-150 4x2 exc. above & AOD Trans.	OPT	STD	120 @ 3200	251 @ 1600	STD	117 @ 3000	251 @ 1200
F-150 4x2 w/AOD Trans.	OPT	OPT	121 @ 3200	250 @ 1600	OPT	117 @ 3000	247 @ 1400
F-250 4x2	STD ⁽²⁾	STD ⁽²⁾	120 @ 3200	251 @ 1600	STD ⁽²⁾	117 @ 3000	251 @ 1200
F-250 HD 4x2	STD ⁽⁴⁾	STD ⁽⁴⁾	119 @ 3200	230 @ 2000	STD ⁽⁴⁾	118 @ 3200	220 @ 2200
F-350 4x2	STD ⁽³⁾⁽⁴⁾	STD ⁽³⁾⁽⁴⁾	119 @ 3200	230 @ 2000	STD ⁽³⁾⁽⁴⁾	118 @ 3200	220 @ 2200
F-150 4x4	STD	STD	120 @ 3200	251 @ 1600	STD	117 @ 3000	251 @ 1200
F-250 4x4 Under 8500 lbs. GVWR	STD	STD	120 @ 3200	251 @ 1600	STD	117 @ 3000	251 @ 1200
Econoline E-100/150/250 w/Man. Trans.	STD	STD	121 @ 3200	250 @ 1600	STD	117 @ 3000	251 @ 1200
Econoline E-100/150/250 w/Auto. Trans.	STD	STD	121 @ 3200	250 @ 1600	STD	117 @ 3000	247 @ 1400
Econoline E-350							
Exc. Parcel Delivery Van, RV & Commercial Cutaway	STD	STD	119 @ 3200	230 @ 2000	STD ⁽⁵⁾	118 @ 3200	220 @ 2200
Econoline E-350							
Parcel Delivery Van	STD	STD	119 @ 3200	230 @ 2000	STD ⁽⁶⁾	118 @ 3200	220 @ 2200
RV Cutaway	STD ⁽⁶⁾	STD ⁽⁶⁾	119 @ 3200	230 @ 2000	NA	—	—
Econoline E-350							
Commercial Cutaway	STD	STD	119 @ 3200	230 @ 2000	NA	—	—
Club Wagon E-150 w/Man. Trans.	STD	STD	121 @ 3200	250 @ 1600	STD	117 @ 3000	251 @ 1200
Club Wagon E-150 w/Auto. Trans.	STD	STD	121 @ 3200	250 @ 1600	STD	117 @ 3000	247 @ 1400
Club Wagon, Super Wagon E-250	STD	STD	119 @ 3200	230 @ 2000	NA	—	—
Super Wagon E-350	STD	STD	119 @ 3200	230 @ 2000	NA	—	—
Bronco	STD	STD	120 @ 3200	251 @ 1600	STD	117 @ 3000	251 @ 1700

(1) No extra cost.

(2) NA w/Under 8500 lbs. GVWR Regular Cab Chassis Cab.

(3) NA w/133" wb. models, 136.8" wb. SRW Regular Cab Chassis Cab or 136.8" & 160.8" wb. Regular Cab Chassis Cab w/Payload Pkg. No. 2.

(4) 7.5L (460) 4V V-8 recommended for models over 8500 lbs. GVWR Completed w/Second Unit Bodies that add large frontal areas.

(5) NA w/SuperVan.

(6) Available w/Payload Pkg. No. 1 only.

EIGHT-CYLINDER ENGINES

5.0 LITER 2V V-8 QUICK FACTS

The 5.0 liter V-8 engine provides plenty of power for both highway and off-road driving.

Engine features include:

- **Modern, lightweight cylinder block**
- **Self-adjusting hydraulic valve lifters**
- **Positive rotators on exhaust valves**
- **Five copper-lead main bearings, steel-backed**
- **DuraSpark electronic ignition**
- **Precision cast crankshaft**

5.0L 2V V-8 ENGINE SPECIFICATIONS

Type	8-Cylinder, 90°, Overhead Valve
Displacement (liters)	5.0
Bore and Stroke (inches)	4.00 x 3.00
Compression Ratio (to 1)	8.4
Main Bearings	5
Valve Lifters	Hydraulic
Carburetor	Automatic Choke, 2-Venturi
Fuel	Unleaded
Ignition	Electronic
Exhaust	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
F-100 4x2	OPT	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000
F-150 4x2	OPT	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000
F-250 4x2 Under 8500 lbs. GVWR	OPT ⁽¹⁾	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000
F-150 4x4	OPT	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000
F-250 4x4 Under 8500 lbs. GVWR	OPT	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000
Econoline E-100	OPT	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000
Econoline/Club Wagon E-150	OPT	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000
Econoline E-250	OPT	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000
Bronco	OPT	OPT	139 @ 3400	250 @ 2000	OPT	141 @ 3600	249 @ 2000

(1) Standard Engine w/Regular Cab Chassis Cab.

5.8 LITER 2V V-8 QUICK FACTS

The 5.8 liter V-8 engine is a larger engine with a longer stroke than the 5.0L V-8. It provides a proven engine strengthened for use in trucks.

Engine features include:

- Modern, lightweight cylinder block
- Self-adjusting hydraulic valve lifters
- Positive rotators on exhaust valves
- Five babbit main bearings, steel-backed
- DuraSpark electronic ignition
- Exhaust valves of flash chrome stainless steel (aluminized)

5.8L 2V V-8 ENGINE SPECIFICATIONS

Type	8-Cylinder, 90°, Overhead Valve
Displacement (liters)	5.8
Bore and Stroke (inches)	4.00 x 3.50
Compression Ratio (to 1)	8.3
Main Bearings	5
Valve Lifters	Hydraulic
Carburetor	Automatic Choke, 2-Venturi
Fuel—Bronco, F-150/250 Under 8500 lbs. GVWR, E-100/150, E-250 Van and SuperVan	Unleaded
—E-250 Club Wagon and Super Wagon, F-250 HD Over 8500 lbs. GVWR, —F-350 & E-350	Leaded or Unleaded
Ignition	Electronic
Exhaust	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
F-150 4x2	OPT ⁽¹⁾	OPT ⁽¹⁾	139 @ 3200	278 @ 1400	OPT	139 @ 3200	278 @ 1400
F-250 4x2 Under 8500 lbs. GVWR	OPT ⁽²⁾	OPT ⁽²⁾	139 @ 3200	278 @ 1400	NA	—	—
F-250 HD 4x2 Over 8500 lbs. GVWR	OPT	OPT	147 @ 3200	276 @ 2000	NA	—	—
F-350 4x2	STD ⁽³⁾⁽⁴⁾	STD ⁽³⁾⁽⁴⁾	147 @ 3200	276 @ 2000	NA	—	—
F-150 4x4	OPT	OPT	139 @ 3200	278 @ 1400	OPT	139 @ 3200	278 @ 1400
F-250 4x4 Under 8500 lbs. GVWR	OPT	OPT	139 @ 3200	278 @ 1400	NA	—	—
F-250 HD 4x4 Over 8500 lbs. GVWR	STD	STD	147 @ 3200	276 @ 2000	NA	—	—
F-350 4x4	STD	STD	147 @ 3200	276 @ 2000	NA	—	—
Econoline E-100	OPT	OPT	145 @ 3200	270 @ 1400	OPT	145 @ 3200	270 @ 1400
Econoline E-150	OPT	OPT	145 @ 3200	270 @ 1400	OPT	145 @ 3200	270 @ 1400
Econoline E-250	OPT	OPT	145 @ 3200	270 @ 1400	NA	—	—
Econoline E-350 Exc. Parcel Delivery Van, RV & Commercial Cutaway	OPT	OPT	150 @ 3200	279 @ 2000	NA	—	—
Econoline E-350 Parcel Delivery Van, RV & Commercial Cutaway	OPT ⁽⁵⁾	OPT ⁽⁵⁾	150 @ 3200	279 @ 2000	NA	—	—
Club Wagon E-150	OPT	OPT	145 @ 3200	270 @ 1400	NA	—	—
Club Wagon, Super Wagon E-250	OPT	OPT	150 @ 3200	279 @ 2000	NA	—	—
Super Wagon E-350	OPT	OPT	150 @ 3200	279 @ 2000	NA	—	—
Bronco	OPT	OPT	139 @ 3200	278 @ 1400	OPT	139 @ 3200	278 @ 1400

(1) NA w/116.8" wb. Regular Cab models.

(2) NA w/Chassis Cab.

(3) With 133" wb. models and 136.8" wb. single rear wheel model only.

(4) Optional with 136.8"/160.8" wb. dual-rear-wheel models only. (Required Minimum Engine w/Payload Pkg. No. 2 and Crew Cab).

(5) Required Minimum Engine w/RV Cutaway w/Payload Pkg. No. 2, NA w/RV Cutaway w/Payload Pkg. No. 3.

NEW 6.9L V-8 DIESEL

Ford's 6.9L V-8 Diesel engine for F-250 HD and F-350 Regular and SuperCab models should be especially attractive to commercial truckers who are able to capitalize on a Diesel's unique operating advantages. In addition to the fuel efficiency and heavy-duty design features associated with a Diesel truck engine, this new 6.9L power plant offers equivalent horsepower and 6% more torque than the largest engine available in F-Series light trucks in 1982—the 6.6L 2V V-8 gasoline engine.

The 6.9L Diesel engine is a naturally aspirated (no blower) V-8 with overhead valves, full-pressure lubrication and an engine-mounted lubricating oil cooler governor. The fuel injection system includes a cold temperature timing advance solenoid for starting convenience or to aid starting. The engine is available with a new fully synchronized 4-speed manual transmission, or with a 3-speed SelectShift automatic unit.

6.9L V-8 DIESEL ENGINE SPECIFICATIONS

Type	8-Cylinder, 90°, Overhead Valve
Displacement (liters)	6.9
Bore and Stroke (inches)	4.00 x 4.18
Compression Ratio (to 1)	20.7
Main Bearings	5
Injection Pump	Distributor Type, Gear Driven
Fuel	Diesel
Exhaust	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
E-250 Club Wagon	OPT	NA	161 @ 3300	307 @ 1800	OPT	161 @ 3300	307 @ 1800
F-250 HD 4x2 Over 8500 lbs. GVWR.	OPT	NA	161 @ 3300	307 @ 1800	OPT	161 @ 3300	307 @ 1800
E-350	OPT	NA	161 @ 3300	307 @ 1800	OPT	161 @ 3300	307 @ 1800
F-350 4x2 ⁽¹⁾	OPT	NA	161 @ 3300	307 @ 1800	OPT	161 @ 3300	307 @ 1800
F-250 HD 4x4 Over 8500 lbs. GVWR.	OPT	NA	161 @ 3300	307 @ 1800	OPT	161 @ 3300	307 @ 1800
F-350 4x4 ⁽¹⁾	OPT	NA	161 @ 3300	307 @ 1800	OPT	161 @ 3300	307 @ 1800
E-250 Club Wagon	NA	OPT	146 @ 3300	278 @ 1800	NA	—	—
F-250 HD 4x2 Over 8500 lbs. GVWR.	NA	OPT	146 @ 3300	278 @ 1800	NA	—	—
E-350	NA	OPT	146 @ 3300	278 @ 1800	NA	—	—
F-350 4x2 ⁽¹⁾	NA	OPT	146 @ 3300	278 @ 1800	NA	—	—
F-250 HD 4x4 Over 8500 lbs. GVWR.	NA	OPT	146 @ 3300	278 @ 1800	NA	—	—
F-350 4x4 ⁽¹⁾	NA	OPT	146 @ 3300	278 @ 1800	NA	—	—

(1) NA w/Crew Cab.

7.5 LITER 4V V-8 QUICK FACTS

The 7.5 liter V-8 is for those who need the most power available. This engine is specifically strengthened for truck use.

Engine features include:

- **DuraSpark electronic Ignition**
- **4-barrel carburetor cruises on 2 barrels, switches to 4 barrels when top performance is needed**
- **Exhaust manifold is nodular iron**
- **Precision-made, alloy iron cylinder block**
- **Autothermic aluminum alloy tin-plated pistons**
- **Precision shell molded 5-bearing camshaft**

7.5L 4V V-8 ENGINE SPECIFICATIONS

Type	8-Cylinder, 90°, Overhead Valve
Displacement (liters)	7.5
Bore and Stroke (inches)	4.36 x 3.85
Compression Ratio (to 1)	8.0
Main Bearings	5
Valve Lifters	Hydraulic
Carburetor	Automatic Choke, 4-Venturi
Fuel	Unleaded or Leaded
Ignition	Electronic
Exhaust	Single

AVAILABILITY	49 States	High Alt.	Engine Ratings		Calif.	Engine Ratings	
			Horsepower @ RPM	Torque Lb-Ft @ RPM		Horsepower @ RPM	Torque Lb-Ft @ RPM
F-250 HD 4x2 Over 8500 lbs. GVWR ..	OPT ⁽²⁾	OPT ⁽²⁾	202 @ 4000	331 @ 2200	OPT ⁽²⁾	193 @ 3400	340 @ 1600
F-350 4x2 ⁽¹⁾	OPT ⁽²⁾	OPT ⁽²⁾	202 @ 4000	331 @ 2200	OPT ⁽²⁾	193 @ 3400	340 @ 1600
F-250 HD 4x4 Over 8500 lbs. GVWR ..	OPT ⁽²⁾	OPT ⁽²⁾	202 @ 4000	331 @ 2200	OPT ⁽²⁾	193 @ 3400	340 @ 1600
F-350 4x4 ⁽¹⁾	OPT ⁽²⁾	OPT ⁽²⁾	202 @ 4000	331 @ 2200	OPT ⁽²⁾	193 @ 3400	340 @ 1600
E-250 Club Wagon, Super Wagon	OPT	OPT	202 @ 4000	331 @ 2200	OPT ⁽³⁾	193 @ 3400	340 @ 1600
E-350 Super Wagon	OPT	OPT	202 @ 4000	331 @ 2200	OPT ⁽³⁾	193 @ 3400	340 @ 1600
E-350 Econoline Van, SuperVan	OPT	OPT	202 @ 4000	331 @ 2200	OPT ⁽⁴⁾	193 @ 3400	340 @ 1600
E-350 Parcel Delivery Van	OPT	OPT	202 @ 4000	331 @ 2200	OPT ⁽⁵⁾	193 @ 3400	340 @ 1600
E-350 Commercial Cutaway	OPT	OPT	202 @ 4000	331 @ 2200	OPT ⁽³⁾	193 @ 3400	340 @ 1600
E-350 RV Cutaway	OPT ⁽⁶⁾	OPT ⁽⁶⁾	202 @ 4000	331 @ 2200	OPT ⁽³⁾	193 @ 3400	340 @ 1600

(1) NA w/Crew Cab.

(2) Recommended for models complete with second unit bodies that add large frontal areas.

(3) Required minimum engine.

(4) Required minimum engine w/SuperVan.

(5) Required minimum engine w/Payload Pkg. No. 2 and 3.

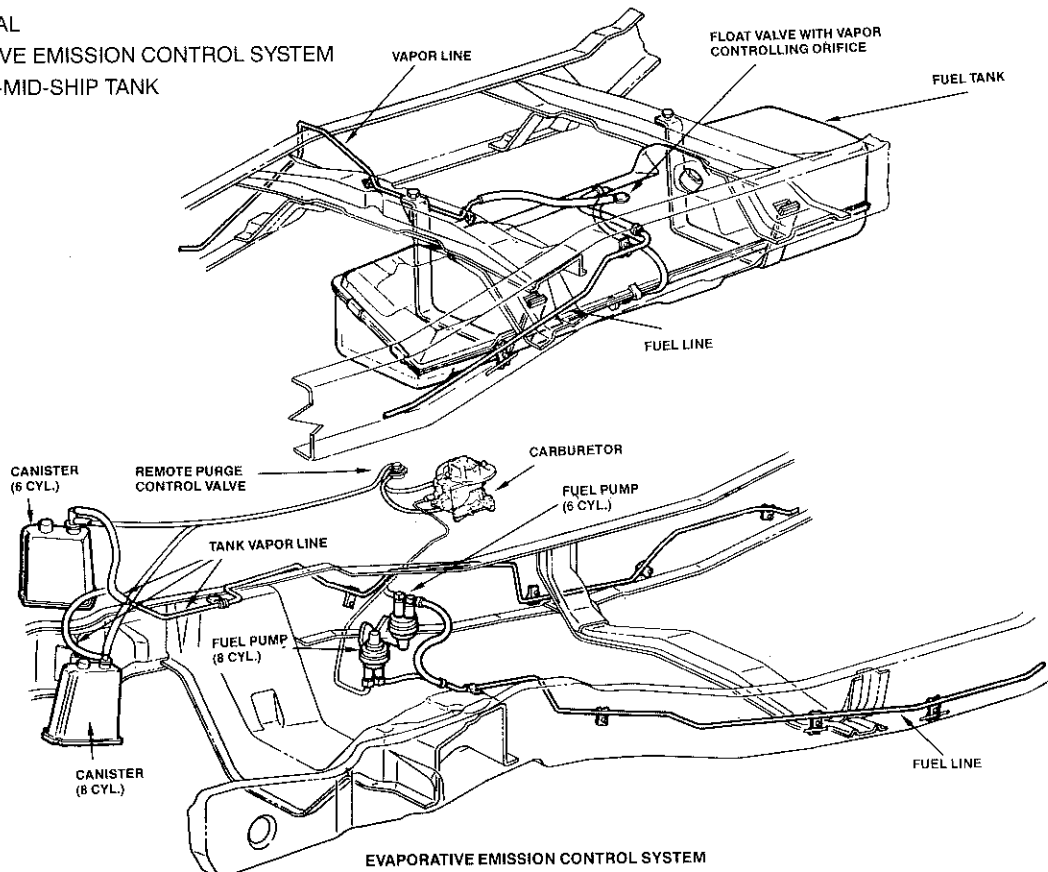
(6) Required minimum engine w/Payload Pkg. No. 3.

EMISSION CONTROL SYSTEMS

POWERTRAINS

FUEL EVAPORATIVE EMISSION SYSTEM

1983 TYPICAL
EVAPORATIVE EMISSION CONTROL SYSTEM
F-SERIES—MID-SHIP TANK



A non-vented fuel tank cap is used and the carburetor and fuel tank are vented to the canister which is designed to absorb and store gasoline vapors while the engine is not running. Fresh air drawn through the canister when the engine is running removes and uses the fuel vapor.

The amount of fuel fill in the fuel tank is controlled to allow for expansion in hot weather.

IMPROVED COMBUSTION (IMCO) SYSTEM

Standard equipment on all Ford light truck gasoline engines, the IMCO system reduces the amount of hydrocarbons and carbon monoxide emitted in the exhaust. Improved combustion is accomplished through precision calibrated carburetors, distributor advance curves and design features of the combustion chamber, intake system and camshaft.

The major functions of the IMCO system are to:

- Promote efficient combustion of the air-fuel mixture
- Produce an efficient lean mixture calibration necessary for efficient emission control

Additional anti-pollution devices, all of which interact with each other to produce the end result—a cleaner environment—are as follows:

- Spark Delay Valve (SDV) System—This system is used on some trucks for all states. The valve is installed in the vacuum line between the carburetor spark port and the primary advance diaphragm of the distributor. Sintered metal discs serve to delay distributor vacuum advance during vehicle acceleration, which reduces emissions. A one-way poppet valve “dumps” the vacuum in the line during deceleration and wide-open throttle
- Dual Diaphragm Distributor—This distributor is used on some Ford engines and has one diaphragm activated by the intake manifold vacuum and a second diaphragm activated by the carburetor spark port vacuum. It reduces emissions during deceleration, idling and light engine loads
- Dashpot—Used on some vehicles without air conditioning. It prevents too rapid closing of the throttle and thereby provides control of fuel to air mixture during deceleration

- Throttle Solenoid Positioner—Used on most engines, the solenoid provides the throttle idle speed stop while the engine is running. To reduce emissions, lean mixtures and high idle speeds are used. However, these high idle speeds can cause "dieseling" on engine shutdown. The solenoid positioner is in the ignition circuit and is deactivated when the ignition is turned off. The throttle is allowed to close as soon as the ignition is turned off
- Exhaust Heat Control Valve
- Fuel Vapor Return Lines

EXHAUST GAS RECIRCULATION (EGR)

Combustion chamber temperature is critical in the control of NOx. In addition to carburetor calibration, spark timing and modification of the camshaft, vehicles use an Exhaust Gas Recirculation (EGR) system for NOx control. This system routes a portion of the exhaust gas back to the intake system beneath the carburetor to dilute the incoming fuel/air charge and reduce combustion temperatures.

Oxides of nitrogen (NOx) are formed in engines when nitrogen in the inducted air combines with available free oxygen at high temperatures (over 3000 degrees). Peak concentrations occur near ideal air/fuel ratios and best combustion efficiency. Concentrations increase with engine load as the combustion temperature rises. A richer fuel mixture reduces NOx but increases emissions of hydrocarbons. A leaner mixture, combined with a retarded spark, reduces NOx somewhat but causes driveability problems. Because of these factors—and to achieve the degree of NOx control required—the EGR system was developed. It must, however, be adjusted properly to achieve both acceptable performance and the NOx levels.

The relatively inert, oxygen-free exhaust gas dilutes the combustion chamber charge, slowing the combustion process and lowering the peak combustion temperature. As a result, NOx formation is inhibited.

NOTE: Associated with the EGR system are the following hardware systems:

- Dual-area vacuum diaphragm for automatic transmission
- Back pressure for EGR control valve signal

THERMACTOR SYSTEM

The Thermoactor System consists of an engine-driven air pump and internal or external manifolding which directs air into the exhaust system. The air mixes with the hot exhaust gases being discharged from the engine cylinders and helps oxidize unburned hydrocarbons and carbon monoxide into carbon dioxide and water vapor.

CATALYTIC CONVERTER

The catalytic converter is a stainless steel can containing a ceramic honeycomb coated with platinum/palladium. It is a device which, by chemical reaction, helps turn exhaust gases into water and carbon dioxide.

UNLEADED FUEL is specified for all vehicles with a catalytic converter. As a result, those vehicles have a smaller fuel tank filler pipe opening to accommodate the smaller fuel nozzles installed on unleaded fuel pumps. All fuel fill openings and instrument panel clusters are clearly marked "Unleaded Gasoline Only."

MICROPROCESSOR EMISSION CONTROL

All Rangers with the 2.3L and 2.8L engines (non-High Altitude) and certain 4.9L, 5.0L and 5.8L Ford light trucks are equipped with a microprocessor-controlled engine emission system. Utilizing input from an oxygen sensor in the exhaust manifold which measures any fluctuation in the air/fuel ratio, plus input from other sources, the microprocessor continuously corrects the carburetor mixture control to obtain high engine and emission system efficiency.

HIGH ALTITUDE PERFORMANCE EQUIPMENT

A special High Altitude Performance Package (High Altitude Emission System) Option designed to improve driveability and reduce exhaust emissions at high altitudes, is required on most light truck models for sale in 49 states (High Altitude Areas).

As a vehicle ascends in altitude, the atmospheric pressure is reduced and the air becomes less dense, causing the air/fuel mixture to become richer at the same throttle opening.

The heart of the High Altitude equipment is an altitude compensating carburetor designed to supply the same relative air/fuel mixture at both high and low altitudes.

EMISSION CONTROL EQUIPMENT

49 STATES					
Engine	IMCO	EGR ⁽¹⁾	Thermoactor	Catalytic Converter ⁽²⁾	Fuel Evaporative Emission System
All Models (except E-250 Club Wagon, F-250 HD Over 8500 lbs. GVWR, F-350 and E-350)					
2.0L/2.3L Ranger ⁽³⁾	X	X	X	X	X
2.2L I-4 Diesel ⁽⁴⁾	—	—	—	—	—
2.8L V-6 Ranger ⁽³⁾	X	X	X	X	X
3.8L V-6	X	X	X	X	X
4.9L I-6	X	X	X	X	X
5.0L V-8	X	X	X	X	X
5.8L V-8	X	X	X	X	X
E-250 Club Wagon, F-250 HD Over 8500 lbs. GVWR, F-350 and E-350					
Leaded Fuel					
4.9L I-6	X	X	X	—	X
5.8L V-8	X	X	X	—	X
6.9L V-8 Diesel	—	—	—	—	—
7.5L V-8	X	X	X	—	X

(1) Exhaust Gas Recirculation (EGR) system used in vehicles over 8500 lbs. GVWR; Back Pressure Exhaust Gas Recirculation (BP-EGR) system used in vehicles under 8500 lbs. GVWR.

(2) Engines equipped with catalytic converters use unleaded fuel only.

(3) Ranger 2.3L I-4 & 2.8L V-6 (non-High Altitude)—electronic microprocessor-controlled system including managed Thermoactor air and 3-way catalyst.

(4) Ranger 4x2.

CALIFORNIA					
Engine	IMCO	EGR ⁽¹⁾	Thermoactor	Catalytic Converter ⁽²⁾	Fuel Evaporative Emission System
All Models (except E-250 Club Wagon, F-250 HD Over 8500 lbs. GVWR, F-350 and E-350)					
2.2L I-4 Diesel	—	—	—	—	—
2.3L Ranger ⁽⁴⁾	—	X	X	X	X
2.8L V-6 ⁽³⁾	—	X	X	X	X
4.9L I-6	X	X	X	X	X
5.0L V-8	X	X	X	X	X
E-250 Club Wagon, F-250 HD Over 8500 lbs. GVWR, F-350 and E-350					
					Throttle Kicker
4.9L I-6	X	X	X	—	X
6.9L V-8 Diesel	—	—	—	—	—
7.5L V-8	X	X	X	—	X

(1) Exhaust Gas Recirculation (EGR) system used in vehicles over 8500 lbs. GVWR; Back Pressure Exhaust Gas Recirculation (BP-EGR) system used in vehicles under 8500 lbs. GVWR.

(2) Engines equipped with catalytic converters use unleaded fuel only.

(3) Ranger 4x2.

(4) Electronic microprocessor-controlled system including managed Thermoactor air and 3-way catalyst.

POWERTRAIN COMPONENTS

POWERTRAINS

CLUTCHES

Econoline E-100/150/250 models and Bronco or F-100/150/250 models under 8500 lbs. GVWR with 3.8L V-6, 4.9L I-6 or 5.0L V-8 engines include a clutch with a 10" diameter disc. An 11" clutch is included with all 5.8L V-8 applications and with E-350 Econoline and F-250 HD/350 models with the 4.9L I-6 engine. F-Series models with the 6.9L V-8 Diesel or 7.5L V-8 engine include an 11 $\frac{1}{2}$ " clutch. Ranger has a 9-inch self-adjusting clutch.

Ranger, Bronco II and F-Series 11 $\frac{1}{2}$ " clutches include a hydraulic clutch linkage which maintains consistent clutch control regardless of engine "roll" on acceleration. Other light trucks have a mechanical linkage from the pedal to the clutch with an overcenter assist spring to reduce pedal operating effort.

The Ranger clutch features a ventilated clutch housing to cool the clutch for prolonged service life.

TRANSMISSIONS

Three-Speed Manual

Full synchronization permits shifting into first gear without coming to a complete stop for smooth operation and easy driving. The transmission's rugged ball bearings are designed to reduce friction.

Four-Speed Manual

Four-speed transmissions, standard on 4x4 and F-250 HD over 8500 lbs. GVWR and F-350 4x2 models and optional on all other F-Series models, will provide a prospective buyer with heavy-duty construction plus a substantially higher numerical ratio in first gear. This first gear provides "creeper" gear operation for low-speed off-road work plus the needed pulling effort for starting up with heavy loads. All gears except low and reverse are synchronized for easy shifting. This means that the transmission can be used like a fully synchronized 3-speed unit (using second, third and high gears only) for most driving conditions, with the first gear in reserve for "creeper" use when needed.

The shift lever is floor-mounted. A transmission access plate for an SAE 6-bolt right-hand power take-off installation is also provided in the Warner T-18/T-19.

New for '83 is a 4-speed Warner T-19 Transmission available with the 7.5L V-8 and 6.9L V-8 Diesel engines, which has the same features as described above except that it is also synchronized in 1st gear. Ranger's standard four-speed manual transmission also has all four forward gears synchronized and has a first gear intended for use as a conventional low gear.

Four-Speed Manual with Overdrive

Available for F-Series 4x2s (except F-250 HD over 8500 lbs. GVWR and F-350), Bronco and F-150 4x4, and E-100/150 models, this transmission, designed for rugged use, is similar

to the regular 3-speed transmission for normal use, plus it has an overdrive 4th gear to help reduce fuel consumption at highway speeds. With the 4.9L I-6 and 5.0L V-8 engines in Econoline vans and Club Wagons and 3.8L V-6 in F-100, this transmission provides a 3.25:1 ratio in first gear and a .78:1 ratio in fourth, or overdrive. With Bronco and other F-Series trucks, available ratios are 3.25:1 in first with a .71:1 overdrive ratio, or 3.01:1 in first, and .72:1 in fourth, depending on engine selection.

Five-Speed Manual with Overdrive

Ranger and Bronco II offer an optional five-speed fully synchronized manual transmission which provides a 3.96:1 ratio in first gear and a .84:1 ratio in fifth, or overdrive.

Automatic Overdrive Transmission

Ford's Automatic Overdrive transmission is available in E/F-100/150/250 4x2s w/4.9L/5.0L engines. It incorporates a .667:1 overdrive ratio.

This 4-speed automatic transmission combines the convenience of automatic shifting with two fuel-saving features: an overdrive gear ratio and a mechanical "no-slip" power flow. The design features a split torque path in third gear with 40% of the engine torque being transmitted hydraulically (by torque converter) and 60% mechanically through solid connections to the drive shaft. In fourth gear, 100% of the torque is transmitted mechanically.

When the transmission is in overdrive, the engine runs at a lower RPM, but with a higher load to maintain the horsepower required to propel the truck. This is a more efficient condition for engine operation and thus contributes to reduced fuel usage. Mechanical lock-up in the overdrive gear (fourth) helps to conserve fuel by eliminating the normal "slip" that occurs in the transmission torque converter. A lighted selector quadrant is provided with automatic overdrive.

3-Speed SelectShift Automatic Transmission

Ford also offers a fully automatic three-speed SelectShift automatic transmission. The SelectShift feature allows the driver to choose automatic or manual shifting to provide the most desirable gear ratios. SelectShift's "second gear start-up" feature holds the transmission in second gear for good control on ice or long grades. A lighted selector quadrant is provided with SelectShift.

The Ranger and Bronco II floor-mounted automatic transmission shift lever features an inverted "L" shift pattern which allows the lever to pivot sideways into "Park" while maintaining the conventional front-to-rear lever movement from "Park" to the Drive-1 (Low range) selection. This feature provides a visual indication of "Park" selection as well as a positive mechanical lock.

POWERTRAIN COMPONENTS cont'd

POWERTRAINS

SelectShift Automatic Transmission with Locking Torque Converter

The three-speed automatic transmission that is optional with the 3.8L V-6 in the F-100 has a centrifugal clutch in the torque converter that engages to provide a direct mechanical drive in all forward gears. This feature virtually eliminates internal slippage that can waste fuel on the highway.

REAR AXLE

Two types of rear axles are used in Ford light trucks. The semi-floating type has the wheel bearing attached to the axle shaft and transmits the vehicle load and side thrust forces to the shaft. The semi-floating rear axle uses a straight-roller-on-shaft bearing. In the full-floating type, a pair of tapered roller bearings support the wheel hub on the end of the axle housing and transfer the vehicle weight and side thrust forces to the housing and not to the axle shaft.

MAJOR REAR AXLE SPECIFICATIONS		
Axle Shaft	Semi-Floating	Full-Floating
Axle Housing	Banjo, Welded Cover ^(a)	Unitized, Bolted Cover
Wheel Bearings	Single Row, Ball ^(b)	Tapered Roller
Gears, Type	Hypoid	Hypoid
Gears, Material	Shot Peened Alloy Steel	Shot Peened Alloy Steel

(a) Unitized bolted cover with Ranger axles and 5300 lb. capacity.

(b) Tapered Roller Unit Bearing with 3750 pound capacity.

DRIVELINES

Ford trucks are equipped with drivelines that are designed to provide a smooth transition of power from the transmission to the driving axle(s). The basic one-piece drive shaft assembly is comprised of a slip yoke connection at the transmission, a universal joint, the drive shaft tube and another universal joint connection to the output flange of the rear axle differential.

There are many variables in truck specifications which make driveline design quite complex, including: distance between

transmission and rear axle, two or four-wheel drive, operating angles at the U-joints, suspension travel, and the type of transmission. The drive shaft(s) are constructed of steel tubing, with strict adherence to uniformity of wall thickness, balance and run-out in order to reduce vibration. The universal joint or U-joint performs a function vital to all driveline configurations; its double-pivot adaptability allows driving power to be transmitted through two shafts that are at an angle to each other. Most configurations use the conventional cross type U-joint. However, Bronco, the short wheelbase Ranger 4x4 and Bronco II use the double Cardan type. Because four-wheel drive models (Bronco, Ranger 4x4, Bronco II and F-Series 4x4) have both a front and rear driving axle as well as the interconnecting transfer case, a more involved driveline configuration is required.

Ranger 4x2 features a no-lube drive shaft—neither the slip yoke nor factory-installed universal joints require lubrication for the life of the vehicle. There is a 30,000-mile lube cycle for Ranger 4x4 and Bronco II driveshaft slip yokes. Ranger's circular companion flange (joining the drive shaft to the differential pinion at the rear axle) with two sets of attachment bolt holes provides a choice of mounting positions that permits smoother balancing of the assembly to reduce vibration and noise.

ANTI-SPIN DIFFERENTIALS

Two types of anti-spin differentials are optionally available for Ford light trucks. The Ford Traction-Lok differential is offered for F-100/150/250 w/Payload Pkg. #1, Ranger, Bronco and Econoline and Club Wagon E-100/150 and E-250 Regular Van models. This design uses one multiple-disc clutch to control differential action and automatically provide usable torque (driving force) to the wheel with traction when the opposite wheel starts to spin. The same benefit is provided for F-250/350, Econoline, E-250 SuperVan and Club Wagon E-250/350 models by the Dana Limited-Slip differential. This design employs two multiple-disc clutches. Ranger 4x4, Bronco II, Bronco and F-150/250 4x4s under 8500 lb. GVWR also offer optional Dana Limited-Slip at the front axle. These optional anti-spin differentials are recommended for good traction on ice or in sand, mud or snow.

**MAJOR TRANSMISSION SPECIFICATIONS
GEAR RATIO [TO 1]**

(See Individual Truck Section for Availability)

(See Individual Truck Section for Availability)																
Gear	3-Speed Manual			4-Speed Manual						4-Speed Manual w/Overdrive			5-Speed Manual w/Overdrive	Automatic		
	Econoline	F-Series		Warner T-19	Ranger 2.0L I-4 2.3L I-4	Ranger 4x2 2.2L	Ranger (HD) 2.8L V-6	New Process 435 ⁽²⁾	Warner T-18	Econoline, F-100 3.8L V-6	Bronco, F-100/150/250		Ranger, Bronco II 2.0L I-4 2.3L I-4	Ranger 4x2	Ranger, 4x4, F-Series, Bronco, Econoline, Bronco II	4-Speed Overdrive F-Series
		3.8L V-6 4.9L I-6 ⁽¹⁾ 5.0L V-8	4.9L I-6 (w/2.47 Axle Ratio)		4.9L I-6 ⁽³⁾ 5.0L V-8						4.9L I-6 ⁽⁴⁾ 5.8L V-8					
1st	3.26	3.26	2.99	5.11	3.96	4.36	4.32	6.69	6.32	3.25	3.25	3.01	3.96	2.47	2.46	2.40
2nd	1.91	1.91	1.75	3.03	2.08	2.52	2.46	3.34	3.09	1.92	1.92	1.78	2.08	1.47	1.46	1.46
3rd	1.00	1.00	1.00	1.79	1.39	1.51	1.51	1.79	1.69	1.00	1.00	1.00	1.39	1.00	1.00	1.00
4th	—	—	—	1.00	1.00	1.00	1.00	1.00	1.00	.78	.71 ⁽⁶⁾	.72	1.00	—	—	.66
5th	—	—	—	—	—	—	—	—	—	—	—	—	.84	—	—	—
Reverse	3.46	3.46	3.17	5.63	3.39	4.02	3.69	8.26	7.44	3.25	3.25	3.01	3.39	2.11	2.18 ⁽⁵⁾	2.00

(1) Used w/all axle ratios except 2.47. (2) Warner T-18 Transmission required for PTO installation. (3) Used w/all axle ratios except 2.47 and 3.00. (4) Used only w/2.47 axle ratio. (5) 2.19 on F-100 w/locking torque converter. (6) .78 w/5.0L V-8 engine.

GENERAL SPECIFICATIONS

POWERTRAINS

The following pages give detailed specifications on 1983 Ford (including 1984 Bronco II) light truck power train components. Pertinent data are also listed on fuel systems, fuel tanks, cooling systems, alternators and batteries. Unless a specification is designated for a certain application, data will apply to all applications.

ENGINE LUBRICATION DATA

Oil Pump	
2.8L	Rear Main Cap
3.8L	External Spur Gear
6.9L Diesel	Gear Driven Pump
All others	Rotor Inside Crankcase
Oil Inlet	Stationary, Shrouded Screen in Sump
Oil Filter	
2.2L Diesel	Full-Flow Primary & Bypass, Disposable
All others	Full-Flow, Disposable
Oil Capacity (Qts.) with Filter	
2.0L & 2.3L Four (Ranger), 2.8L V-6	5
All other Gas Engines	6
2.2L Diesel (w/Both Filters)	6.75
6.9L Diesel	10
Lubrication System	
Gas Engines	Full Pressure Circulation
2.2L Diesel	Full Pressure w/Added Bypass
6.9L Diesel	Full Pressure w/Constant Jet of Oil to Bottom of Pistons

VALVE DATA

Type	Overhead
Valve Guides	Integral in Head
Valve Material	
Intake Valves:	
Four Cylinder ⁽¹⁾ , 3.8L, 4.9L	Forged Steel
2.8L	Chromed Steel
5.0L & 5.8L	Cold Formed Steel
7.5L	Forged Silchrome
2.2L Diesel	Heat Resisting Steel
6.9L Diesel	Nickel Steel
Exhaust Valves:	
V-8 Gas except 5.0L	Aluminized Forged Steel
4.9L, 5.0L	Cast Austenitic Iron
4.9L (Over 8500 lbs. GVWR)	Chrome-Manganese Austenitic
Four Cylinder, 3.8L	Forged Austenitic
2.8L	Chrome Steel, Stellite Face
2.2L Diesel	Heat Resisting & Chromium Steel
6.9L Diesel	Nickel Steel
Valve Lifters—Lash Adjustment	
2.0L & 2.3L	Hydraulic Self-Adjusting
2.8L	Mechanical
All other Gas	Hydraulic Zero Lash

(1) 2.3L I-4 has aluminized valve faces.

CONNECTING ROD DATA

Rod Type	
2.2L Diesel	Carbon Steel
All others	I-Beam, Forged Steel
Bearing Type	
2.2L Diesel	Kelmet
All others	Replaceable Insert
Bearing Material	Steel-Backed, Copper-Lead Plated

PISTON DATA

Type:	
5.0L & 5.8L	Strutless Slipper
4.9L (Over 8500 lbs. GVWR)	Clearomatic Skirt
All other Gas Engines	Autothermic
Material	
4.9L	Aluminum Alloy—with Steel Struts
4.9L (Over 8500 lbs. GVWR)	Aluminum Alloy—with Integral Band
Four Cylinder ⁽¹⁾ ,	
3.8L V-6 & Eight Cylinder Gas	Aluminum Alloy—Tin Plated
2.2L Diesel	Cast Aluminum
6.9L Diesel	Aluminum Alloy
Piston Rings	
Top Compression Type	One Piece
Material	
6.9L Diesel	Ductile Iron
All others	Cast Iron Alloy
Finish	
2.8L, 4.9L, 6.9L Diesel	Chrome Flashed
2.2L Diesel	Machined
All others	Molybdenum Filled Groove
Second Compression Type	One Piece
Material	
6.9L Diesel	Gray Iron
All others	Cast Iron
Finish	
2.2L Diesel	Machined
All others	Phosphated
Oil Control Ring Type	
Four Cylinder,	
2.8L, 3.8L, 6.9L Diesel	Two Rail Spacer Expander
All others	Three-Piece Segmented w/Expander
Material	
2.2L Diesel	Cast Iron
6.9L Diesel	Ductile Iron
All others	Steel
Finish	
2.8L, 3.8L, 6.9L Diesel	Chrome Plated
2.2L Diesel	Machined
All others	Oxide-Coated, Chrome-Plated Rails, Blued Expander

(1) Ranger 2.0L I-4 includes integral steel strut.

BATTERY APPLICATIONS

AMPERE-HOURS	COLD CRANK DISCHARGE AT 0°	MODEL				
		RANGER	F-SERIES	ECONOLINE/CLUB WAGON	BRONCO	1984 BRONCO II
36	310	—	Std	Std	Std	—
45	380	Std	(1)	Std ⁽¹⁾	(1)	Std
54	450	(1)	—	(1)	—	—
63	535	Opt	Opt	—	Opt	Opt
68	475	—	—	Opt	—	—
81 ⁽²⁾	350	—	Opt	Opt	Opt	—
83	700	—	(1)	(1)	—	—

NOTE: All batteries except 81-Amp Hr. are maintenance free.

(1) Battery included with certain optional equipment but not available separately as an option.

(2) 81-ampere hour battery is deep-cycle type, used only as auxiliary battery.

CLUTCH APPLICATIONS

ENGINE	CLUTCH SIZE Diam. (in.)	LINING AREA sq. in.
Ranger, Bronco II	9 ⁽¹⁾	68.4
4.9L I-6 Bronco F-100/150/250 Under 8500 GVWR E-100/150/250	10	95.7
All other 4.9L I-6	11	123.7
3.8L V-6 5.0L V-8	10	95.7
5.8L V-8	11 ⁽²⁾	123.7
7.5L V-8	11 $\frac{7}{8}$ ⁽¹⁾	150.0

(1) Hydraulic clutch linkage.

(2) 10-in. (95.7 sq. in.) hyd. linkage clutch below 8500 lb. GVWR (effective Feb. 1983).

ELECTRICAL AND IGNITION DATA

System	12-Volt, Negative Ground
Distributor	Centrifugal-Vacuum
Starting Motor	Positive Engagement
Alternator	Diode Rectified

ALTERNATOR APPLICATIONS

ALTERNATOR		MODEL				
AMPS.	WATTS	RANGER	F-SERIES	ECONOLINE/ CLUB WAGON	BRONCO	1984 BRONCO II
40	600	Std	Std	Std	Std	Std
60	900	(1)	Opt	Opt	Opt	(1)
70	1050	(1)	(1)	(1)	(1)	—
100	1500	—	—	Opt	—	—

(1) Alternator included with certain optional equipment but not available separately as an option.

FUEL TANKS

FUEL TANKS					
SERIES	WHEELBASE (in.)	LOCATION	TANK CAPACITY gal. (liters)	AVAIL. TANK COMB. ⁽¹⁾	
STANDARD FUEL TANKS					
F-100	116.8	Midship	16.5 (62)	A	
F-150 Incl. 4x4	116.8	Midship			
F-150/250 SuperCab	138.8	Midship			
F-100/150/250/350 Incl. 4x4	133	Midship ⁽²⁾			
F-150/250 SuperCab Incl. 4x4	155	Midship			
F-250/350 Chassis Cab	136.8 160.8	Midship	19 (72)		
F-350 Crew Cab 4x2/4x4	168.4	Midship	18 (68)		
E-100/150 Vans & Wagons	124	Midship			
E-100/150/250/350 Vans, Wagons & Other Vehicles	138 ⁽⁷⁾ 158	Behind rear axle	22.1 (83)		B
Bronco	104.7	Behind rear axle	25 (95)		C
Bronco II (1984)	94	Behind rear axle ⁽¹⁰⁾	23 (87)	—	
Ranger 4x2/4x4	107.9	Midship	15.2 (57.5)	D	
Ranger 4x2/4x4	113.9	Midship	15.2 (57.5) ⁽⁶⁾		
Ranger 4x2 Chassis Cab	113.9	Midship	15.2 (57.5)		D
OPTIONAL AUXILIARY FUEL TANKS					
All F-Series	All ^(2,3,4)	Behind rear axle	19 (72)	A	
F-350 DRW Chassis Cab	136.8 160.8	Midship	20 (75) ⁽⁶⁾	—	
E-100/150/250/350 Vans, Wagons & Other Vehicles	138 158	Midship	18 (68) ⁽⁹⁾	B	
Bronco	104.7	Behind rear axle	32 (121) ⁽⁵⁾	C	
Ranger 4x2/4x4	107.9 113.9	Behind rear axle	13 (49.2)	D	

(1) Matching code letters under "AVAIL. TANK COMB." indicates standard and optional auxiliary fuel tanks which can be used in combination.

(2) 19-gallon behind rear axle fuel tank standard with F-350 dual rear wheel Styleside model, with midship tank available as optional auxiliary fuel tank.

(3) 19-gallon behind rear axle fuel tank available with 136.8", 160.8" and 168.4" wheelbase models as auxiliary tank in addition to standard tank.

(4) Not available with Flareside pickup, or w/F-350 DRW Chassis Cab 20 Gal. outside-of-frame tank.

(5) Optional 32 gallon fuel tank available as a single tank in place of the standard 25 gallon tank on Bronco.

(6) 17-gallon tank with optional automatic transmission or auxiliary fuel tank.

(7) 19.6 gallon tank w/4.9L engine w/4-speed manual transmission, vans only.

(8) In lieu of standard tank.

(9) 17.5 gallon tank w/7.5L engine.

(10) Includes skid plate.

FUEL SYSTEM DATA

Carburetor (Gas Engines)	Downdraft Automatic Choke Venturi or Barrels
2.0L/2.3L Four	One
4.9L Six	One
7.5L V-8	Four (Staged Pairs)
2.8L & 3.8L V-6 & All other Gas V-8s	Two
Fuel Pump (Gas Engines)	Mechanical Diaphragm
2.0L & 2.3L	Electric
Injector Pump (Diesel Engines)	
2.2L Diesel	Kiki Indirect, Gear-Driven
6.9L Diesel	Stanadyne Distributor Pump, Min./Max. Governor, Gear-Driven
Fuel Filter (Gas Engines)	Metal or Plastic Screen
Fuel Filter (Diesel Engines)	
2.2L Diesel	Water Separator & Paper Element
6.9L Diesel	Full-Flow, Disposable
Air Cleaner	Dry Element, Replaceable

COOLING SYSTEM CAPACITY

	Base Engine Displacement	Capacity* Qts.
F-SERIES 4x2		
F-100	3.8L V-6	10
F-100/150/250/350	4.9L I-6	13
F-100/150/250	5.0L V-8	13
F-150/250/350	5.8L V-8	15
F-250/350	7.5L V-8	18
F-250/350	6.9L V-8 ^(D)	31
F-SERIES 4x4		
F-150/250	4.9L I-6	13
F-150/250	5.0L V-8	13
F-150/250/350	5.8L V-8	15
F-250/350	7.5L V-8	15
F-250/350	6.9L V-8 ^(D)	31
ECONOLINE/CLUB WAGON		
E-100/150/250/350	4.9L I-6	15
E-100/150/250	5.0L V-8	15
E-100/150/250/350	5.8L V-8	20
E-250/350	7.5L V-8	28
E-250/350	6.9L V-8 ^(D)	31
BRONCO		
4.9L I-6	4.9L I-6	13
5.0L V-8	5.0L V-8	13
5.8L V-8	5.8L V-8	15
RANGER		
2.0L I-4	2.0L I-4	7.2
2.3L I-4	2.3L I-4	7.2
2.8L V-6	2.8L V-6	7.2
2.2L I-4 ^(D)	2.2L I-4 ^(D)	10
BRONCO II (1984)		
2.8L V-6	2.8L V-6	7.2

*Approximate capacity with standard cooling system.

(D) Diesel engine.

COOLING SYSTEM DATA

System Type	Pressurized, Series Flow
Radiator Type:	
Ranger, F-Series, Bronco & Bronco II w/Gas Engines	Crossflow, Tube & Fin
Econoline & All Diesel Engines	Downflow, Tube & Fin
Thermostat Type:	
Gas Engines & 6.9L Diesel	Poppet, Pellet Activated
2.2L Diesel	Jiggle Pin, Self-Purging
Water Pump, Gas Engines	Centrifugal, Prelubricated

CRANKSHAFT DATA

Crankshaft Type:	
2.0L & 2.3L I-4	5-Bearing, Precision Cast, Nodular Iron
2.8L & 3.8L V-6	4-Bearing, Green Sand Molded, Nodular Iron
2.2L Diesel	5-Bearing, Carbon Steel
4.9L I-6	7-Bearing, Precision Cast, Nodular Iron
All Gas V-8s	5-Bearing, Precision Cast, Nodular Iron
6.9L Diesel	5-Bearing, Steel Forging, Induction Hardened, Grindable
Main Bearing Type:	
All Gas Engines & 6.9L Diesel	Steel-Backed Replaceable Insert
2.2L Diesel	Kelmet
Crankshaft-to-Cam Drive	
2.2L & 6.9L Diesel, 2.8L, 3.8L, 4.9L	Gear
Gas, V-8 Engines	Sprocket
Vibration Damper, I-4 & 4.9L I-6	Rubber-Floated, Integral with Pulley
3.8L V-6	Tuned Elastic Suspended Inertia Member
2.2L Diesel	Counterweighted Crankshaft
6.9L Diesel	Rubber

CAMSHAFT DATA

Type:	
2.0L/2.3L, 2.8L, 3.8L, 5.0L, 5.8L	Precision Green Sand
All other Gas Engines	Precision Shell Molded
6.9L Diesel	Forged, Induction Hardened
Material:	
6.9L Diesel	Steel
All others	Alloy Cast Iron
Bearing Type:	
2.2L Diesel	Bushingless
All others	Replaceable Insert
Bearing Material:	
2.2L Diesel	Cast Iron
6.9L Diesel	Cast Lead, Babbit Lining on Steel, Bronze or Brass Back
All Gas Engines	Steel-Backed, Babbit
Drive Type/Material	
2.0L/2.3L I-4	Synchro-Cog Belt
2.8L & 3.8L V-6, 4.9L I-6, 6.9L Diesel	Helical Gear
Eight Cylinder Gas	Silent Chain

ENGINE/ DRIVELINE AVAILABILITY

POWERTRAINS

Engine/Driveline Availability

Engine-transmission-axle combinations available for all 1983 Ford light trucks (except incomplete vehicles) are indicated in the Engine/Driveline Availability charts which follow.

High Altitude Emission System Requirements

Emission control equipment is incorporated in Ford light truck engines as described in the Emission Control Systems section and indicated by the charts on page 11.

On most light trucks under 8500 pounds Gross Vehicle Weight Rating (GVWR) and 7.5L V-8 or 6.9L V-8 Diesel engine applications which are sold for principal use at 4000 feet above sea level or higher elevations, a Special High Altitude Performance Package (High Altitude Emission System) is required to comply with 1983 Federal Environmental Protection Agency (EPA) regulations. Based on exemptions granted by the EPA,

certain powertrains without the Special High Altitude Performance Package may also be sold for use in high altitude areas. These exempt powertrains are designated with a footnote reference in the appropriate Engine/Driveline Availability chart. Vehicles equipped with the Special High Altitude Performance Package may also be sold to customers in high altitude fringe areas on an optional basis.

High altitude countries are defined in EPA regulations and are listed in Mr. B.L. Crumpton's letter to all Ford Dealers dated May, 1982.

Convenient Rapid-Spec Codes Added To Charts

To facilitate ordering, Rapid-Spec code identification for all engine-transmission combinations and rear axles is included in the following Engine/Driveline Availability charts.

RANGER 4x2 PICKUP WITH PAYLOAD PKG. NO.1 & 2200 LB. STANDARD REAR AXLE

Engine	Transmission	Rapid-Spec Codes	Axle Ratios			
			49 States		California ⁽¹⁾	High Altitude
			3.08	3.45	3.45	NA
2.0L 1V I-4	4-Speed Manual	99C&44X	Std	Opt	—	—
2.3L 1V I-4	Automatic	99A&44G	—	Std	Std	—
Axle Availability & Rapid-Spec Code:						
Standard			2200 lbs.	X72	X74	X74
						—

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) Rapid-Spec Code not available at time of printing.

RANGER 4x2 WITH 2700 LB. REAR AXLE

Engine & Model Application	Transmission	Rapid-Spec Codes	Axle Ratios						
			49 States			California ⁽¹⁾		High Altitude	
			3.08	3.45	3.73	3.45	3.73	3.45	3.73
2.0L 1V I-4 Pickups	4-Speed Manual	99C&44X	—	Std	Opt	—	—	—	—
	5-Speed Manual Overdrive	99C&445	—	—	Std	—	—	—	—
2.3L 1V I-4 Pickups	4-Speed Manual	99A&44X	—	Std	Opt	Std	Opt	Std	Opt
	5-Speed Manual Overdrive	99A&445	—	—	Std	—	Std	—	Std
	Automatic	99A&44G	—	Std	Opt	Std	Opt	—	Std
2.3L 1V I-4 Chassis Cab	4-Speed Manual	99A&44X	—	—	Std	—	Std	—	Std
2.8L 2V V-6 Pickups	4-Speed Manual	99S&44X	—	Std	—	Std	—	Std	—
	5-Speed Manual Overdrive	99S&445	—	Std	—	Std	—	Std	—
	Automatic	99S&44G	Std	Opt	—	Std	—	Std	—
2.2L Diesel I-4 Pickups	4-Speed Manual	99P&44X	—	—	Std	—	Std	—	Std
Axle Availability & Rapid-Spec Code:									
Standard 2700 lbs.			XB2	XB4	XB6	XB4	XB6	XB4	XB6
Traction-Lok 2700 lbs.			—	XF4	XF6	XF4	XF6	XF4	XF6

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) Rapid-Spec Code not available at time of printing.

RANGER 4x4

Engine	Transmission	Rapid-Spec Codes	Axle Ratios						
			49 States			California ⁽¹⁾		High Altitude	
			3.08	3.45	3.73	3.45	3.73	3.45	3.73
2.3L 1V I-4	4-Speed Manual	99A&44X	(3)	(3)	Std	(3)	Std	—	Std
	5-Speed Manual Overdrive	99A&445	—	—	Std	—	Std	—	Std
2.8L 2V V-6	4-Speed Manual	99S&44X	(3)	Std	Opt	Std	Opt	Std	Opt
	5-Speed Manual Overdrive	99S&445	—	—	Std	—	Std	—	Std
	Automatic	99S&44G	—	Std	Opt	(3)	Std	—	Std
Axle Availability & Rapid-Spec Code:									
Standard 2700 lbs.			XB2	XB4	XB6	XB4	XB6	XB4	XB6
Traction-Lok 2700 lbs.			—	XF4	XF6	XF4	XF6	XF4	XF6

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) Rapid-Spec Code not available at time of printing.

(3) Delayed availability.

F-100 4x2—except with FS (Fuel Saver) Package

Engine	Transmission	Rapid-Spec Codes	Axle Ratios							
			49 States				California ⁽¹⁾		High Altitude	
			2.47	2.73	3.08	3.55	3.08	3.55	3.08	3.55
3.8L 2V V-6 ⁽²⁾	3-Speed Manual	993&44C	—	—	Std	—	—	—	—	—
	4-Speed Manual Overdrive	993&44B	—	—	—	Std	—	—	—	—
	Automatic	993&44G	—	Std	—	—	—	—	—	—
4.9L 1V I-6	3-Speed Manual (C.R.) ⁽⁵⁾	99Y&44C	Std	—	—	—	—	—	—	—
	3-Speed Manual	99Y&44C	—	—	Std	Opt	Std	—	—	Std
	4-Speed Manual Overdrive	99Y&44B	Std	—	Opt	—	Std	—	—	Std
	Automatic Overdrive	99Y&44T	—	—	Std	Opt	Std	—	—	Std
5.0L 2V V-8	3-Speed Manual	99F&44C	—	Std	Opt	—	—	—	—	Std
	4-Speed Manual Overdrive	99F&44B	—	—	Std	—	—	—	—	Std
	Automatic ⁽⁶⁾	99F&44G	—	—	Std	—	—	—	—	—
	Automatic Overdrive	99F&44T	—	—	—	Std	—	Std	—	Std
Axle Availability & Rapid-Spec Code:										
Standard		3750 lbs.	X17	X15	X18	X19	X18	X19	X18	X19
Traction-Lok		3750 lbs.	—	XH5	XH8	XH9	XH8	XH9	XH8	XH9

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) Not available with auxiliary oil cooler, HD shock absorbers, HD rear springs, auxiliary battery, HD air cleaner, handling package or Trailer Tow Package.

(3) Close-ratio 3-speed manual transmission with 2.47 rear axle. (Wide ratio with all other rear axle ratios.)

(4) Not available with 116.8-inch wheelbase models.

F-100 4x2 (SWB Styleside only) with FS (Fuel Saver) Package⁽¹⁾

Engine	Transmission	Rapid-Spec Codes	Axle Ratios		
			49 States	California	High Altitude
			2.47	NA	NA
4.9L 1V I-6⁽²⁾	3-Speed Manual	99Y&44C	Std	—	—
	4-Speed Manual Overdrive	99Y&44B	Std	—	—
Axle Availability & Rapid-Spec Code:					
Standard		2800 lbs.	X17	—	—

(1) F-100 FS Package (Rapid-Spec Code 863) limited to 1300 lbs. Maximum Payload Capacity; optional mirrors, rear bumper, air conditioning, manual brakes, power steering, sports instrumentation or XLS trim not available.

(2) F-100 FS Package engine includes special calibration.

F-150 4x2

Engine & Model Application	Transmission	Rapid-Spec Codes	Axle Ratios								
			49 States				California ⁽¹⁾		High Altitude		
			2.47	2.73	3.08	3.55	3.08	3.55	2.73	3.08	3.55
4.9L 1V I-6 Regular Cab	3-Speed Manual	99Y&44C	Std	—	Opt	Opt	Std	—	—	—	Std
	4-Speed Manual	99Y&44F	—	—	Std	Opt	Std	—	—	—	Std
	4-Speed Manual Overdrive	99Y&44B	Std	—	Opt	Opt ⁽²⁾	Std	—	—	—	Std
	Automatic	99Y&44G	—	—	—	Std	—	Std	—	—	Std
	Automatic Overdrive	99Y&44T	—	—	Std	Opt	Std	—	—	—	Std
4.9L 1V I-6 SuperCab	3-Speed Manual	99Y&44C	—	—	Std	Opt	Std	—	—	—	Std
	4-Speed Manual Overdrive	99Y&44B	—	—	Std	Opt	Std	—	—	—	Std
	Automatic	99Y&44G	—	—	—	Std	—	Std	—	—	Std
	Automatic Overdrive	99Y&44T	—	—	Std	Opt	Std	—	—	—	Std
5.0L 2V V-8 Regular Cab	3-Speed Manual	99F&44C	—	Std ⁽³⁾	Opt	—	—	—	—	—	Std
	4-Speed Manual	99F&44F	—	—	—	—	—	—	—	—	Std
	4-Speed Manual Overdrive	99F&44B	—	—	Std	—	—	—	—	—	Std
	Automatic	99F&44G	—	—	Std	—	—	Std	—	—	—
	Automatic Overdrive	99F&44T	—	—	—	Std	—	Std	—	—	Std
5.0L 2V V-8 SuperCab	3-Speed Manual	99F&44C	—	Std ⁽³⁾	Opt	—	—	—	—	—	Std
	4-Speed Manual	99F&44F	—	—	—	—	—	—	—	—	Std
	4-Speed Manual Overdrive	99F&44B	—	—	Std	—	—	—	—	—	Std
	Automatic Overdrive	99F&44T	—	—	—	Std	—	Std	—	—	Std
5.8L 2V V-8 ⁽⁴⁾ All Models	4-Speed Manual	99G&44F	—	—	—	Std	—	—	—	—	Std
	4-Speed Manual Overdrive	99G&44B	—	—	—	Std	—	—	—	—	Std
	Automatic	99G&44G	—	—	—	Std	—	Std ⁽⁵⁾	—	—	Std
Axle Availability & Rapid-Spec Code:											
Standard		3750 lbs.	X17	X15	X18	X19	X18	X19	X15	X18	X19
Traction-Lok		3750 lbs.	—	XH5	XH8	XH9	XH8	XH9	—	XH8	XH9

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) Not available with Traction-Lok rear axle.

(3) Not recommended for operation on grades over 16%.

(4) Not available with 116.8-inch wheelbase model.

(5) Requires P235/75R-15XL tires with Regular Cab models.

F-250 4x4

Engine	Transmission	Rapid-Spec Codes	Axle Ratios				
			49 States		California ⁽¹⁾	High Altitude	
			3.55/3.54 ⁽²⁾	4.10	3.55/3.54 ⁽²⁾	3.55/3.54 ⁽²⁾	4.10
4.9L 1V I-6	4-Speed Manual	99Y & 44F	Std	—	Std	Std	—
	Automatic	99Y & 44G	Std	—	Std	Std	—
5.0L 2V V-8	4-Speed Manual	99F & 44F	Std	—	Std	Std	—
	Automatic	99F & 44G	Std	—	Std	Std	—
5.8L 2V V-8	4-Speed Manual	99G & 44F	Std	Opt	—	Std	Opt
	Automatic	99G & 44G	Std	Opt	—	Std	Opt
Axle Availability & Rapid-Spec Code:							
Regular Cab:							
—Standard			4050 lbs.	X26	—	X26	X26
—Traction-Lok			4050 lbs.	XB6	—	XB6	XB6
SuperCab:							
—Standard			5300 lbs.	X23	X22	X23	X23
—Limited-Slip			5300 lbs.	XB3	—	XB3	XB3

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) 3.55 axle ratio for F-250 4x4 Regular Cab models; 3.54 axle ratio for F-250 4x4 SuperCab models.

F-250 HD (Over 8500 lbs. GVWR) 4x4

Engine	Transmission	Rapid-Spec Codes	Axle Ratios				
			49 States		California ⁽¹⁾	High Altitude	
			3.54	4.10	3.54	4.10	4.10
5.8L 2V V-8	4-Speed Manual	99G & 44F	Std	Opt	—	—	Std
	Automatic	99G & 44G	Std	Opt	—	—	Std
6.9L Diesel V-8 ⁽²⁾	4-Speed Manual	99I & 44P	Std	Opt	Std	Opt	Std
	Automatic ⁽³⁾	99I & 44G	Std	Opt	Std	Opt	Std
7.5L 4V V-8 ⁽⁴⁾	4-Speed Manual	99L & 44P	Std	Opt	Std	Opt	Std
	Automatic	99L & 44G	Std	Opt	Std	Opt	Std
Axle Availability & Rapid-Spec Code:							
Standard			6250 lbs.	X33	X32	X33	X32
Limited-Slip			6250 lbs.	XC3	XC2	XC3	XC2

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) 4.10 axle ratio recommended for optimum heater performance in severe cold weather.

(3) Delayed availability (Feb. 14, 1983).

(4) Recommended for models that will have second unit bodies with large frontal areas.

F-350 4x4

Engine	Transmission	Rapid-Spec Codes	Axle Ratios				
			49 States		California ⁽¹⁾		High Altitude
			3.54	4.10	3.54	4.10	4.10
4.9L 1V I-6⁽⁵⁾⁽⁶⁾	4-Speed Manual	99L&44P	—	—	—	Std	—
	Automatic	99L&44G	—	—	—	Std	—
5.8L 2V V-8	4-Speed Manual	99G & 44F	—	Std	—	—	Std
	Automatic	99G&44G	—	Std	—	—	Std
6.9L Diesel V-8⁽²⁾	4-Speed Manual	991&44P	Std	Opt	Std	Opt	Std
	Automatic ⁽³⁾	991&44G	Std	Opt	Std	Opt	Std
7.5L 4V V-8⁽⁴⁾⁽⁵⁾	4-Speed Manual	99L&44P	Std	Opt	Std	Opt	Std
	Automatic	99L&44G	Std	Opt	Std	Opt	Std
Axle Availability & Rapid-Spec Code:							
Standard		6250 lbs.	X33	X32	X33	X32	X32
Limited-Slip		6250 lbs.	XC3	XC2	XC3	XC2	XC2

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) Not available with Crew Cab models; 4.10 axle ratio recommended for optimum heater performance in severe cold weather.

(3) Delayed availability.

(4) Recommended for models that will have second unit bodies with large frontal areas.

(5) Available only with Crew Cab models.

(6) Delayed availability with Crew Cab models.

Bronco II

Engine	Transmission	Rapid-Spec Codes	Axle Ratios					
			49 States			California ⁽¹⁾		High Altitude
			3.08	3.45	3.73	3.45	3.73	3.45 3.73
2.8L 2V V-6	4-Speed Manual	99S&44X	Std	Std	Opt	Std	Opt	Std Opt
	5-Speed Manual Overdrive	99S&445	—	—	Std	—	Std	— Std
	Automatic	99S&44G	—	Std	Opt	Std	Opt	— Std
Axle Availability & Rapid-Spec Code:								
Standard		2500 lbs.	X4	X42	X44	X42	X44	X42 X44
Traction-Lok		2500 lbs.	—	XD2	XD4	XD2	XD4	XD2 XD4

(1) Engine requires California Emission System, Rapid-Spec Code.

(2) Delayed availability—also not available with air conditioning, increased capacity fuel tank or automatic locking front hubs.

Bronco

Engine	Transmission	Rapid-Spec Codes	Axle Ratios			
			49 States		California ⁽¹⁾	High Altitude
			3.08	3.55	3.55	3.55
4.9L 1V I-6	4-Speed Manual	99Y&44F	Std	Opt	Std	Std
	4-Speed Manual Overdrive	99Y&44B	Std	Opt	Std	Std
	Automatic	99Y&44G	Std	Opt	Std	Std
5.0L 2V V-8	4-Speed Manual	99F&44F	—	Std	—	Std
	4-Speed Manual Overdrive	99F&44B	—	Std	—	Std
	Automatic	99F&44G	Std	Opt	Std	Std
5.8L 2V V-8	4-Speed Manual	99G&44F	—	Std	—	Std
	4-Speed Manual Overdrive	99G&44B	—	Std	—	Std
	Automatic	99G&44G	—	Std	Std ⁽²⁾	Std
Axle Availability & Rapid-Spec Code:						
Standard		3750 lbs.	X18	X19	X19	X19
Traction-Lok		3750 lbs.	XB8	XB9	XB9	XB9

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) Not available with Snow Plow Special or HD Front Suspension Packages.

E-100/150 Van & Club Wagon

Engine	Transmission	Rapid-Spec Codes	Axle Ratios			
			49 States		California ⁽¹⁾	High Altitude
			3.00	3.50	3.50	3.50
4.9L 1V I-6	3-Speed Manual ⁽²⁾	99Y&44C	Std	Opt	Std	Std
	4-Speed Manual Overdrive	99Y&44B	Std ⁽³⁾	Opt ⁽⁴⁾	Std	Std ⁽³⁾
	Automatic	99Y&44G	—	—	Std ⁽²⁾⁽³⁾	—
	Automatic Overdrive	99Y&44T	—	Std	Std	Std
5.0L 2V V-8	4-Speed Manual Overdrive	99F&44B	—	Std	—	Std ⁽²⁾⁽³⁾⁽⁵⁾
	Automatic Overdrive	99F&44T	—	Std	Std	Std ⁽²⁾⁽⁵⁾
5.8L 2V V-8	Automatic	99G&44G	Std	Opt	Std ⁽²⁾⁽³⁾	Std
Axle Availability & Rapid-Spec Code:						
Standard		3750 lbs.	X14	X16	X16	X16
Traction-Lok		3750 lbs.	XH4	XH6	XH6	XH6

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) Not available on Club Wagon.

(3) Not available on SuperVan.

(4) Standard on SuperVan.

(5) Does not require Special High Altitude Performance Package.

E-250 Van/SuperVan

Engine	Transmission	Rapid-Spec Codes	Axle Ratios						
			49 States			California ⁽¹⁾		High Altitude	
			3.00	3.55/3.54 ⁽¹⁾	4.10	3.55/3.54 ⁽²⁾	4.10	3.55/3.54 ⁽²⁾	4.10
4.9L 1V I-6	3-Speed Manual	99Y&44C	—	Std	—	Std	—	Std	—
	Automatic Overdrive	99Y&44T	—	Std	—	Std	—	Std	—
5.0L 2V V-8	Automatic Overdrive	99F&44T	—	Std	Opt	Std	Opt	Std	Opt ⁽³⁾
5.8L 2V V-8	Automatic	99G&44G	Std	Opt	—	—	—	Std	—
Axle Availability & Rapid-Spec Code:									
Regular Van									
— Standard		4050 lbs.	—	X26	X2	X26	X2	X26	X2
— Traction-Lok		4050 lbs.	—	XB6	XB	XB6	XB	XB6	XB
SuperVan									
— Standard		5300 lbs.	X21	X23	X2	X23	X2	X23	X2
— Traction-Lok		5300 lbs.	XB1	XB3	XB	XB3	XB	XB3	XB

(1) Engine requires California Emission System, Rapid-Spec Code 422.

(2) 3.55 axle ratio for Regular Van with 4050 lb. rear axle; 3.54 axle ratio for SuperVan with 5300 lb. rear axle.

(3) Does not require Special High Altitude Performance Package.

E-250 & E-350 Club Wagon/Super Wagon

Engine & Model Application	Transmission	Rapid-Spec Codes	Axle Ratios											
			49 States				California ⁽¹⁾				High Altitude			
			3.07	3.54	3.73	4.10	3.07	3.54	3.73	4.10	3.07	3.54	3.73	4.10
4.9L 1V I-6 E-250	Automatic	99Y&44G	—	Std	Opt ⁽¹⁾	Opt	—	—	—	—	—	Std	Std ⁽¹⁾	Opt
4.9L 1V I-6 E-350	Automatic	99Y&44G	—	Opt	Opt ⁽¹⁾	Std	—	—	—	—	—	Opt	Opt ⁽¹⁾	Std
5.8L 2V V-8	Automatic	99G&44G	—	Std	Opt ⁽¹⁾	Opt ⁽²⁾	—	—	—	—	—	Std	Opt ⁽¹⁾	Opt ⁽²⁾
6.9L Diesel V-8 ⁽³⁾	Automatic	99I&44G	—	Std	Opt ⁽¹⁾	Opt	—	Std	Opt ⁽¹⁾	Opt	—	Std	Opt ⁽¹⁾	Opt
7.5L 4V V-8	Automatic	99L&44G	Std	Opt	Opt ⁽¹⁾	—	Std ⁽⁴⁾	Opt ⁽⁴⁾	Opt ⁽¹⁾⁽⁴⁾	—	Std	Opt	Opt ⁽¹⁾	—
Axle Availability & Rapid-Spec Code:														
Standard		6340 lbs.	X31	X33	—	X32	X31	X33	—	X32	X31	X33	—	X32
Limited Slip		6340 lbs.	—	—	XC4	XC2	—	—	XC4	XC2	—	—	XC4	XC2

(1) Standard ratio with Limited-Slip rear axle.

(2) Available only on E-350.

(3) Delayed Availability.

(4) Engine requires California Emission System, Rapid-Spec Code 422.

E-350 Van/SuperVan & Parcel Delivery Van

Engine	Transmission	Rapid-Spec Codes	Axle Ratios											
			49 States				California				High Altitude			
			3.07	3.54	3.73	4.10	3.07	3.54	3.73	4.10	3.07	3.54	3.73	4.10
4.9L 1V I-6	3-Speed Manual ⁽¹⁾	99Y&44C	—	Opt	Opt ⁽²⁾	Std	—	Opt ⁽³⁾	Opt ⁽²⁾⁽³⁾	Std ⁽³⁾	—	Opt	Opt ⁽²⁾	Std
	Automatic	99Y&44G	—	Opt ⁽¹⁾	Opt ⁽²⁾⁽⁴⁾	Std	—	—	—	—	—	Opt ⁽¹⁾	Opt ⁽²⁾⁽⁴⁾	Std
5.8L 2V V-8	Automatic	99G&44G	—	—	Std ⁽⁷⁾	Opt ⁽⁴⁾	—	—	—	—	—	—	Std ⁽⁷⁾	Opt ⁽⁴⁾
6.9L Diesel V-8 ⁽⁵⁾	Automatic	99I&44G	—	Std	Opt ⁽²⁾	Opt ⁽⁴⁾	—	Std ⁽³⁾	Opt ⁽²⁾⁽³⁾	Opt ⁽³⁾⁽⁴⁾	—	Std	Opt ⁽²⁾	Opt ⁽⁴⁾
7.5L 4V V-8	Automatic	99L&44G	Std ⁽¹⁾	Opt ⁽⁴⁾	Opt ⁽²⁾	Opt ⁽⁶⁾	Std ⁽¹⁾	Opt ⁽³⁾⁽⁴⁾	Opt ⁽²⁾⁽³⁾	Opt ⁽³⁾⁽⁶⁾	Std ⁽¹⁾	Opt ⁽⁴⁾	Opt ⁽²⁾	Opt ⁽⁶⁾
Axle Availability & Rapid-Spec Code:														
Single Rear Wheels:														
—Standard		6340 lbs.	X31	X33	—	X32	X31	X33	—	X32	X31	X33	—	X32
—Limited-Slip		6340 lbs.	—	—	XC4	XC2	—	—	XC4	XC2	—	—	XC4	XC2
Dual Rear Wheels:														
—Standard		7400 lbs.	—	X53	—	X52	—	X53	—	X52	—	X53	—	X52
—Limited-Slip		7400 lbs.	—	—	XE4	XE2	—	—	XE4	XE2	—	—	XE4	XE2

(1) Not available with Dual Rear Wheels.

(2) Standard with Limited-Slip rear axle.

(3) Engine requires California Emission System, Rapid-Spec Code 422.

(4) Standard with Dual Rear Wheels.

(5) Delayed availability.

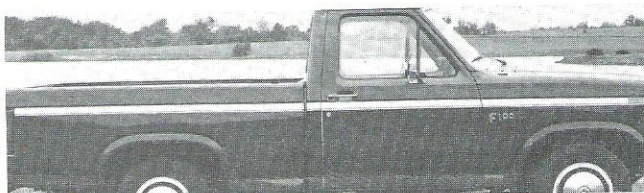
(6) Not available with Single Rear Wheels, standard ratio with Limited-Slip axle.

(7) Optional with Dual Rear Wheels.

OPTIONS cont'd

TABLE, SNACK/GAME cont'd

reational purposes. This table features a plastic simulated burl walnut pattern top with four cup-holding recesses and a folding leg. The table can be installed directly behind either of the center roof pillars. On **Window Van**, requires Deluxe Insulation Package. On **Club Wagon**, requires Quad Captain's Chairs in combination with XL trim, XLT trim or Deluxe Insulation Package. Included with Captain's Club Wagon.

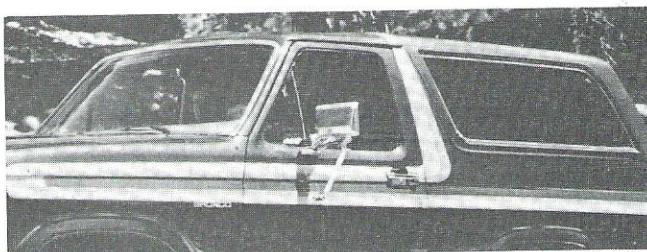


TAPE STRIPE, ACCENT— (F-Series Styleside, Bronco)

This stripe treatment adds an attractive bodyside highlight to F-Series Styleside pickups and Broncos. Features a wide stripe which fills the lower portion of the bodyside chamfer between the front side marker lamp and taillamp, and a narrower stripe which runs under the chamfer from the front edge of the side marker lamp to the taillamp. Also includes matching tape letters on tailgate. Not available with **F-Series** dual rear wheel pickup, Crew Cab, XLS trim, Deluxe or Combination Tu-Tone or tri-color tape stripe.

TAPE STRIPE, TWO-COLOR ACCENT— (Econoline, Club Wagon)

Features narrow two-color stripes that run the full length of the bodysides above the character depression and across the rear doors to give a stylish accent to the appearance. Included with Regular and Deluxe Tu-Tones. Not available with bodyside accent pinstripes.

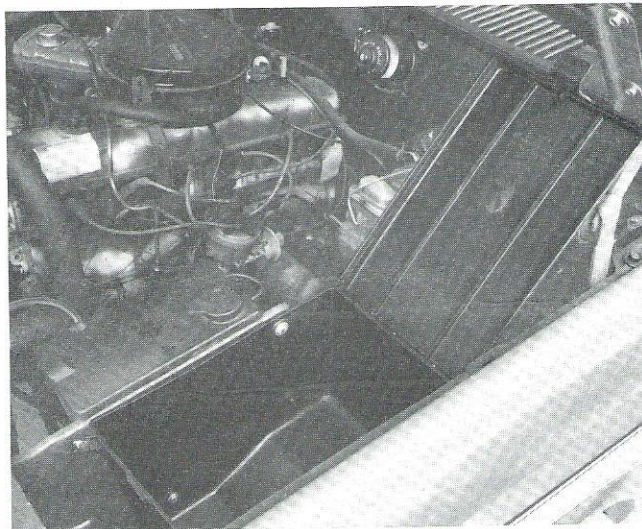


TAPE STRIPE, TRI-COLOR— (F-Series Regular Cab Styleside, Bronco)

This bright, vibrant striping treatment features an upper stripe section running above the bodyside chamfer from the front edge of the side marker lamp, to the "B" pillar, up the "B" pillar and onto the roof. The lower stripe section also begins at the front edge of the side marker lamp and runs the full length of the bodyside below the chamfer. Deletes lower bodyside protection molding with XLT trim. Not available with XLS trim, tu-tones, lower bodyside protection molding, accent tape stripe or on **F-Series** dual rear wheel pickup. Available in four color combinations: coral/bright red/dark red, light blue/bright blue/dark blue, silver/medium charcoal/black and orange/bright orange/medium orange.

TIRES—(All Models)

Noteworthy tire options include steel-belted radial-ply, multi-surface/mud and snow, white sidewall (WSW) and raised white letter (RWL). See the Tire/Wheel Availability charts in the appropriate vehicle section for a complete listing of optional tire selections.



TOOL BOX—(F-Series, Bronco)

This optional underhood tool box provides a convenient, concealed location for carrying hand tools. Molded plastic box features a hinged lid and measures approximately 13 inches long x 7½ inches wide x 8 inches deep. It mounts in the engine compartment on the driver's side inner fender. Not available with heavy-duty auxiliary battery or 6.9L V-8 diesel or 7.5 V-8 engine.

TOW HOOKS, FRONT—(Ranger)

Rugged hooks mount on frame under front bumper. A good option for off-road use. Permits attaching cable or chain to aid stuck vehicles or other uses that require the pulling power of a four-wheel-drive vehicle. Deletes front spoiler. Not available with XLS trim.

TRAILER TOWING PACKAGE (TRAILER TOWING/ CAMPER PACKAGE ON F-SERIES)—(All Models except Ranger)

For towing trailers over 2,000-lb. Maximum Trailer Weight and Maximum Gross Combined Weight varies, depending upon vehicle and other equipment installed. Also includes the special equipment needed for hauling campers on **F-250/350 Styleside** models. Package content includes.

- Trailer wiring harness (7-wire)
- 60-amp alternator minimum (except with 6.9L V-8 diesel engine)
- 63-amp-hour maintenance-free battery minimum (68-amp-hour on Econoline, Club Wagon)
- Extra engine cooling (except 6.9L V-8 diesel and 7.5L V-8 engines)
- Ammeter and oil pressure gauges (standard on Bronco and included with 6.9L V-8 diesel and 7.5L V-8 engines)

Continued on next page

OPTIONS cont'd

TRAILER TOWER PACKAGE cont'd

- Bright swing-out recreational mirrors
- Auxiliary transmission oil cooler with V-8 engines (standard on F-250 over 8,500-lbs. GVWR/F-350/E-350 with V-8 engine and automatic transmission)
- Heavy-duty turn signal flasher
- Handling Package (F-Series, Bronco—see page 10)
- Heavy-duty front and rear shock absorbers (Econoline, Club Wagon—standard on E-350 models)
- Dual electric horns (Econoline, Club Wagon)
- Engine oil cooler (with 7.5L V-8 engine)

TRAILER-TOWING PACKAGE—(Ranger)

For towing trailers up to 3,300 lbs. gross weight (6,200 lbs. GCWR). Requires 2.3L I-4 engine. Package content includes:

- Payload Package No. 2 (minimum)
- Trailer wiring harness (7-wire)
- Super engine cooling
- Heavy-duty turn signal flasher
- Auxiliary transmission oil cooler (if ordered with automatic transmission)

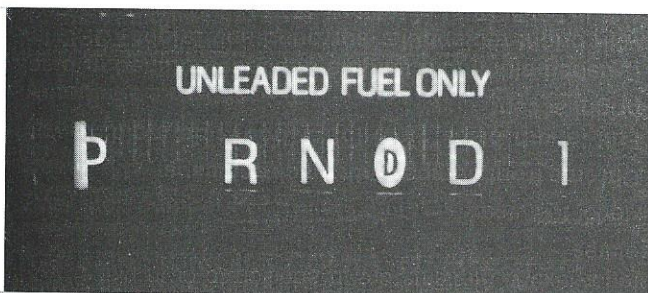
The following options are recommended:

- Automatic transmission
- Gauge package
- Heavy-duty 63 amp-hour battery
- Rear step bumper (for trailers up to 2,000 lbs.)

TRANSMISSION OIL COOLER, AUXILIARY— (All Models except Ranger)

Helps protect transmission during heavy-duty operation in hot climates. Recommended when hauling near GVWR limits for long distances. For V-8 engines teamed with automatic transmission. Included with Trailer Towing and Trailer Towing/Camper Packages; and F-250 HD, F-350 and E-350 models with V-8 engines and automatic transmission. Requires air conditioning, extra or super engine cooling on F-Series models under 8,500 lbs. GVWR with 5.0L or 5.8L V-8 engines. Required on F-250 4x2 with 5.0L V-8 and Automatic Overdrive Transmission and on 4x4 models with Snow Plow Special Packages (when equipped with automatic transmission).

★Offered as Dealer-Installed Accessory—Base Part #7K177



TRANSMISSION, AUTOMATIC OVERDRIVE— (F-Series, Econoline, Club Wagon)

A major innovation when it was introduced on F-Series, the Automatic Overdrive Transmission now is offered on Econoline

and Club Wagon models, as well. It combines the convenience of automatic shifting with the fuel savings of an overdrive fourth gear to optimize highway fuel economy while reducing engine wear. Available on F-100/150/250 4x2 and E-100/150/250 models under 8,500 lbs. GVWR equipped with 4.9L I-6 or 5.0L V-8 engine. The .67 overdrive ratio of this transmission is even more fuel-efficient gearing than the higher numerical overdrive ratios typically used with manual overdrive transmissions.

The transmission selector lever indicator is marked Ⓢ-D-1 for the forward gear positions. In the Ⓢ position, the transmission will automatically shift through all the forward gears and into overdrive at approximately 45 mph. With the selector in the "D" position, the transmission will automatically shift through the first three gears, but lock out the overdrive. This position is primarily for use in trailer towing, hauling heavy loads or negotiating steep grades. See the Engine/Driveline Availability charts in the appropriate vehicle section for specific applications.

TRANSMISSION, SELECTSHIFT AUTOMATIC— (All Models)

Fully automatic operation with three forward gears. Permits manual shifting to 1st or 2nd gear when needed, such as on downgrades, so engine can be used for braking. Transmission used with 3.8L engine on F-Series models includes a torque converter that locks-up at higher engine speeds. Includes 17-gallon midship fuel tank with 113.9-inch wheelbase Ranger 4x2 models. See the Engine/Driveline Availability charts in the appropriate model section for specific applications.

TRANSMISSION, FOUR-SPEED MANUAL— (F-Series 4x2)

Optional on F-100/150/250 4x2 applications that feature a standard three-speed manual transmission. First gear is a "creeper" for more pulling power when starting with heavy loads. All gears—except 1st and reverse—are synchronized for shifting ease. Floor-mounted shift lever. See the Engine/Driveline Availability charts in the F-Series (4x2) section for specific applications.

TRANSMISSION, FOUR-SPEED MANUAL WITH OVERDRIVE—(All Models except Ranger)

This transmission features rugged four-speed construction with special gear ratios—1st through 3rd is similar to a conventional three-speed transmission, with 4th gear used as a .71, .72 or .78 overdrive on F-Series and Bronco models, depending upon engine usage or a .78 overdrive on Econoline/Club Wagon models. Permits lower engine rpm for highway cruising. All gears except reverse are synchronized. Floor-mounted shift lever. Not available on F-Series Crew Cab. See the Engine/Driveline Availability charts in the appropriate vehicle section for specific applications.

TRANSMISSION, FIVE-SPEED MANUAL WITH OVERDRIVE—(Ranger)

Provides flexible operation with five forward speeds to closely match engine rpm to the load and driving conditions. The 5th gear .84 overdrive permits low-rpm highway cruising. Not available with 2.2L I-4 diesel engine.

OPTIONS cont'd

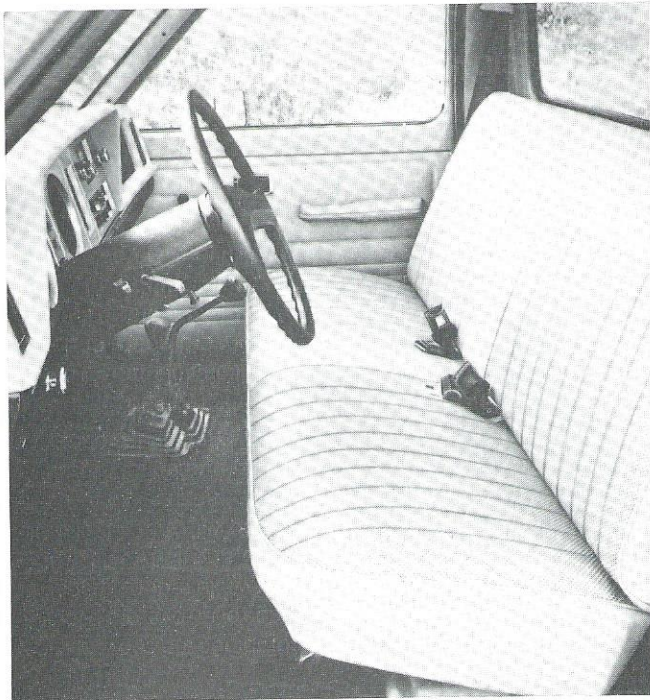


TRIM LEVEL, XL—(Ranger)

This trim package includes numerous items that make the Ranger pickup more attractive and comfortable. All items are in addition to or in place of the standard trim features.

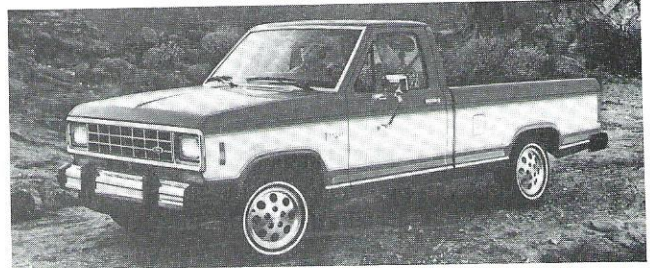
Exterior features:

- Chrome front bumper
- Bright insert in rear-window molding
- Bright wheelip moldings
- Deluxe wheel trim (see page 31) (Shown with optional cast aluminum wheels)
- "XL" emblem on front fenders



Interior features:

- Passenger-door courtesy light switch
- Color-keyed vinyl floor mat with insulation
- Color-keyed cloth headliner with moldings
- Cigarette lighter
- Woodtone instrument cluster panel
- Color-keyed lower instrument panel
- Contoured vinyl bench seat with covered seat back
- Aluminum door scuff plates
- Deluxe color-keyed seat belts with tension reliever
- "XL" emblem on right side of instrument panel



TRIM LEVEL, XLT—(Ranger)

This trim package offers Ranger buyers an even higher level of exterior appearance and protection, plus an advanced level of interior luxury. All items are in addition to or in place of XL features.

Exterior features:

- Chrome front bumper with black end caps
- Full-length black vinyl lower bodyside molding with bright accent
- Brushed aluminum tailgate applique outlined in black with bright rectangular surround and bright FORD letters in lower right-hand corner
- Dual accent paint stripes (single color) run full length of bodyside below the character line (shown with Deluxe Tu-Tone)
- "XLT" emblem on front fenders



Interior features:

- Color-keyed soft vinyl door trim panel (full door) with black insert and bright surround molding
- Bright armrests with bright inserts
- Color-keyed map pocket and carpet insert on lower door trim panel
- Color-keyed cut-pile carpeting with insulation extending to back of cab
- Cloth-and-vinyl seat trim
- Black 4-spoke steering wheel
- Pivoting vent windows
- "XLT" emblem on right side of instrument panel

OPTIONS cont'd

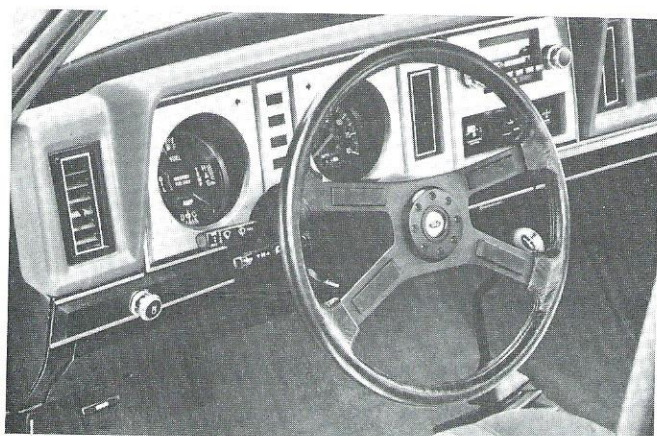


TRIM LEVEL, XLS—(Ranger)

This package turns the Ranger into a real eye-grabber with numerous trim items that accentuate its tough, sporty image. All items are in addition to or in place of the standard trim features.

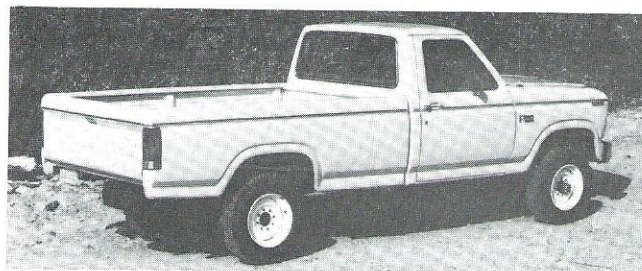
Exterior features:

- Black front contour and rear step bumpers with black end caps
- Black grille, grille surround molding and headlight housing surround
- Black windshield surround molding, door lock cylinders, door handles and tailgate handle
- Black full-length lower bodyside molding
- Argent styled steel wheels with bright trim ring and black hub cover
- Cargo area light
- Two-color bodyside tape stripe with "XLS" graphics
- Tailgate FORD letter tape



Interior features:

- Contoured reclining bucket seats
- Cloth-and-vinyl seat trim
- Gauge Package (see page 9)
- Black soft-wrap sport steering wheel with four steel spokes
- Color-keyed cut-pile carpeting with insulation extending to back of cab
- Color-keyed carpeting on cab lower back panel
- Color-keyed cloth headliner with moldings
- Color-keyed lower instrument panel
- "XLS" emblem on right side of instrument panel

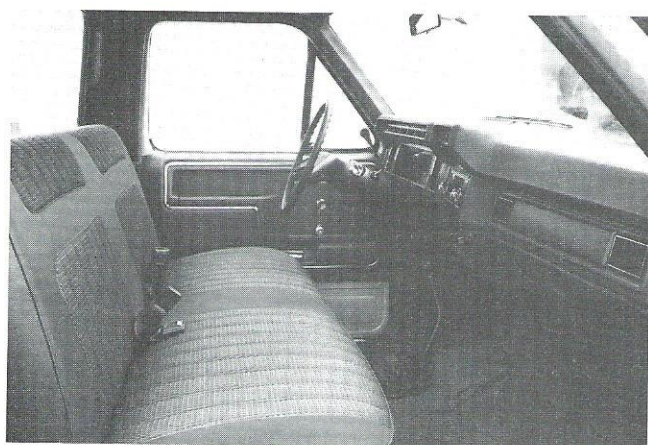


TRIM LEVEL, XL—(F-Series)

A popular package of exterior and interior components that adds to the comfort, convenience and appearance of a Ford pickup. All items are in addition to or in place of base trim features.

Exterior features:

- Bright hub caps (not available on F-250/350 4x4 [shown] or Six-Wheeler)
- Bright narrow molding on rear-window weatherstripping
- Bright upper bodyside molding system runs full-length above the character groove and around the tailgate (single-rear-wheel Styleside pickups only)
- Dual-color bodyside surround tape stripe and tailgate tape letter surrounds (Flareside and Six-Wheeler only)
- "XL" emblem on front fenders



Interior features:

- Cloth-and-vinyl seat trim (shown with optional knit vinyl)
- Passenger-door courtesy light switch
- Bright door trim panel surround molding
- Color-keyed floor mat with full insulation
- Cigarette lighter
- Woodtone instrument panel appliques
- Deluxe color-keyed seat belts
- Color-keyed cut-and-score vinyl headliner (regular cab)
- Day/night rearview mirror (12-inch)
- Color-keyed moldings above doors on "B" pillars and on upper/lower rear window edge (regular cab)
- Bright aluminum door scuff plates (regular cab)
- "XL" emblem on instrument panel

OPTIONS cont'd



TRIM LEVEL, XLT—(F-Series Styleside)

A special package that offers additional luxury and appearance features. Transforms a light truck into a luxury vehicle for personal use. All items are in addition to or in place of XL features. Not available with dual rear wheel pickup or Crew Cab.

Exterior features:

- Bright lower bodyside protection molding with black vinyl insert
- Brushed aluminum tailgate applique with bright FORD lettering and black lower tape stripe
- Bright tailgate release handle
- Secondary door seals
- "XLT" emblem on front fenders



Interior features:

- Color-keyed cut-pile carpeting with insulation extending to back of cab
- Carpeted storage shelf on floor behind seat (regular cab only)
- Full-length storage bin on lower door-trim panel
- Woodtone applique on door trim panel
- Deluxe steering wheel with woodtone applique
- Color-keyed lower rear and rear quarter trim panels (SuperCab only)
- "XLT" emblem on instrument panel

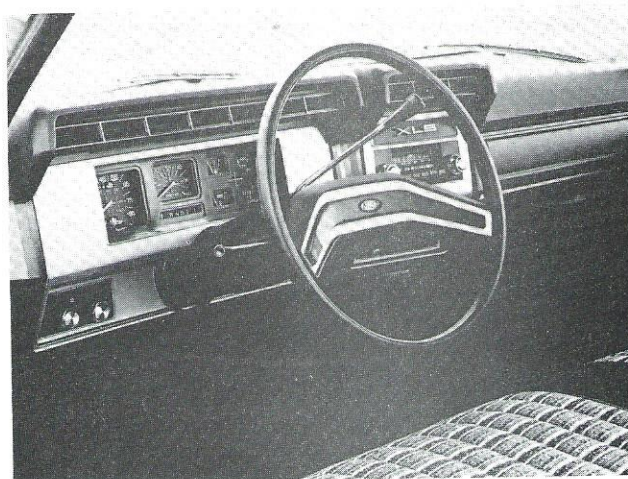


TRIM LEVEL, XLS—(F-Series)

This package adds a sharp, sporty flair to F-100/150 regular cab Styleside or Flareside (shown) pickups. All items are in addition to or in place of standard trim features. Requires P215 tires (minimum) and any radio. Not available with F-100 FS or Radio Credit Option.

Exterior features:

- Black paint treatment on:
 - Grille and grille surround molding
 - Headlight housings
 - Front bumper
 - Door handles and locks
 - Windshield molding
 - Tailgate handle
- Black low-mount western swing-away mirrors (9" x 6")
- Argent 15" x 7" styled steel wheels with black hub covers
- Black rear bumper (contour-type on Styleside, channel-type on Flareside)
- Special "XLS" tape stripe treatment



Interior features:

- Brushed aluminum instrument panel appliques
- Brushed aluminum steering wheel horn pad surround trim
- Cloth-and-vinyl seat trim (knit vinyl optional)
- Color-keyed carpeting with insulation extending to back of cab
- Color-keyed vinyl headliner, garnish moldings and trim panels
- Deluxe color-keyed seat belts

Continued on next page

OPTIONS cont'd

TRIM LEVEL, XLS cont'd

- Bright door trim panel surround molding
- Passenger-door courtesy light switch
- Bright aluminum door scuff plates
- Cigarette lighter
- Day/night rearview mirror (12-inch)
- Seat-back covers
- "XLS" emblem on instrument panel

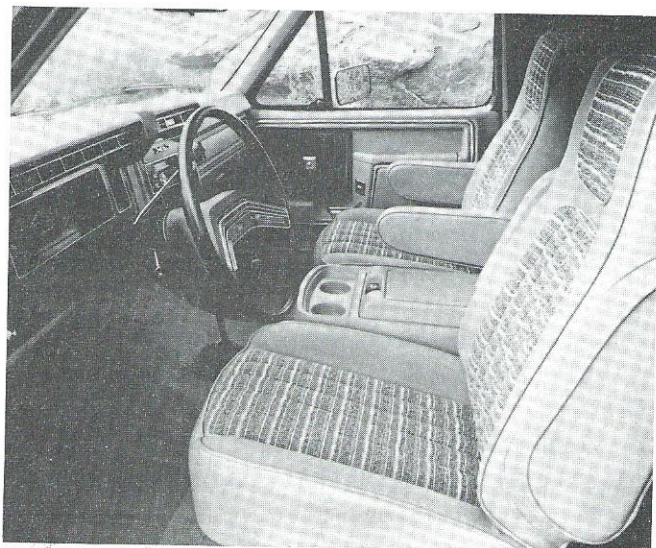


TRIM LEVEL, XLT—(Bronco)

A special dress-up package that adds passenger car-type luxury and convenience features to the highly versatile Bronco. All items are in addition to or in place of standard trim features.

Exterior features:

- Bright front and rear bumpers
- Lower bodyside protection molding with vinyl insert
- Brushed aluminum tailgate applique with black tape stripe insert
- Bright quarter window molding
- "XLT" plaque mounted below "BRONCO" on front fenders



Interior features:

- Soft-wrap steering wheel with woodtone insert
- Polished woodtone instrument panel appliques

- Cigarette lighter with ashtray light
- Door-trim panel with bright surround molding, full-length storage bins on lower panel and woodtone applique in speaker grille/window regulator area
- Color-keyed molded quarter trim panels with armrests, speaker grilles and storage bin (left rear)
- Color-keyed cut-pile carpeting
- Color-keyed vinyl headliner
- Bright aluminum front-door scuff plates
- Black vinyl inside spare tire cover
- Color-keyed deluxe seat belts
- Passenger door courtesy light switch
- Cloth-and-vinyl seat trim
- Extra sound insulation
- Cargo area lamp in left rear quarter panel
- "XLT" emblem on instrument panel



TRIM LEVEL, XLS—(Bronco)

This package includes components which accentuate Bronco's bold, rugged image. All items are in addition to or in place of standard trim features. Not available with tu-tone paint, optional tape stripes or Radio Credit Option.

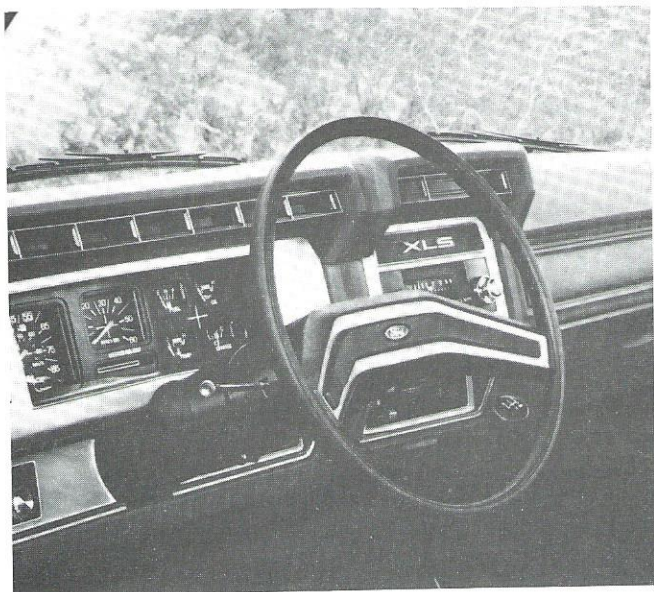
Exterior features:

- Black gloss paint treatment on:
 - Grille and grille surround molding
 - Headlight housings
 - Front and rear bumpers
 - Door handles and locks
 - Windshield molding
 - Tailgate lock
- Black low-mount western swing-away mirrors (9" x 6")
- Argent styled steel wheels with black hub covers (optional cast aluminum wheels available)
- Special two-color "XLS" tape stripe treatment

Interior features:

- Brushed aluminum instrument panel appliques
- Brushed aluminum steering wheel horn pad surround applique
- Cloth-and-vinyl seat trim (shown with optional Captain's Chairs)
- Color-keyed carpeting
- Color-keyed vinyl headliner

OPTIONS cont'd



- Deluxe color-keyed seat belts
- Door-trim panel with bright surround molding
- Right-hand door courtesy light switch
- Bright aluminum front-door scuff plates
- Day/night rearview mirror
- Color-keyed molded quarter trim panels with armrests, speaker grilles and storage bin (left rear)
- Cargo area lamp in left rear quarter panel
- Black vinyl inside spare tire cover
- Cigarette lighter with ashtray light
- "XLS" emblem on instrument panel



TRIM LEVEL, XL—(Econoline, Club Wagon)

This package includes dress-up items for both the exterior and interior. Items are in addition to or in place of base trim features.

Exterior features:

- Bright front and rear bumpers
- Bright low-mount western swing-away mirrors
- Bright hub caps
- Bright taillight bezels
- "XL" emblem on front fenders



Interior features:

- Leather-look vinyl instrument panel applique with bright surround
- Cigarette lighter
- Color-keyed front door-trim panels with leather-look vinyl inserts and lower door map pockets
- Color-keyed carpeting (front only with Van; full-length with Club Wagon including wheel housings and fuel filler pipe housings)
- Leather-look vinyl applique in steering wheel horn pad
- White full-length hardboard headliner with insulation (Club Wagon only)
- Sliding-door pull strap (Club Wagon only)
- Color-keyed garnish moldings (front area only on Van; all windows on Club Wagon)
- Cowl plenum insulator
- Bright metal door scuff plates (all doors except rear) (Club Wagon only)
- Left- and right-hand rear coat hooks (black)
- Dash panel insulator
- Armrests—third and fourth passenger seats (Club Wagon only)
- "XL" emblem on instrument panel



TRIM LEVEL, XLT—(Club Wagon)

This package includes exterior and interior components to give Club Wagon models a luxury image. All items are in addition to or in place of XL features.

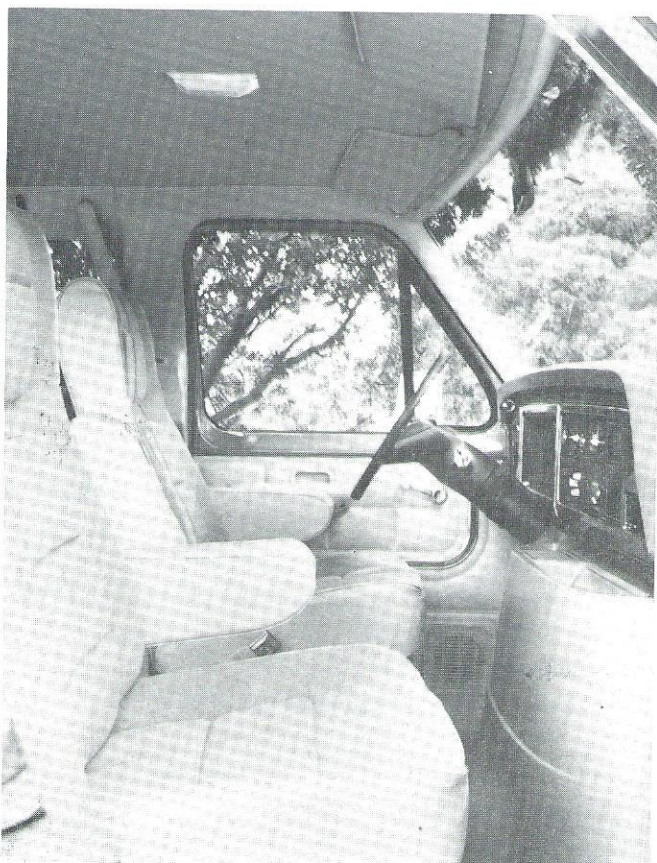
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OPTIONS cont'd

TRIM LEVEL, XLT cont'd

Exterior features:

- **Bright lower moldings** (runs along front fender, around wheel lips, above rocker panel area and across back doors)
- **Accent paint** below lower bodyside molding (deleted with tu-tone)
- **Chrome grille insert**
- **Bright window moldings** rear of front doors (including rear door glass)
- **"XLT" emblem** on front fenders



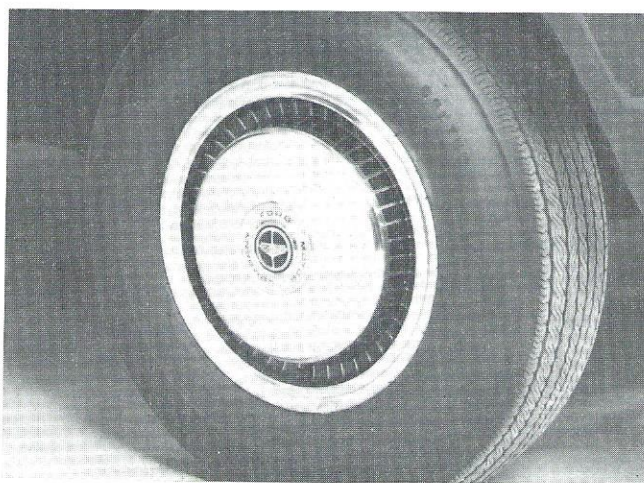
Interior features:

- **Color-keyed cloth-and-vinyl seat trim** in biscuit-pattern sew style (premium vinyl available at no extra cost)
- **Color-keyed left- and right-hand sun visors** (long-wheelbase only)
- **Color-keyed full-length cut-and-sew vinyl headliner** with insulation (long-wheelbase only; short-wheelbase same as XL)
- **Courtesy light switches** at all doors (includes three-way switch on rear dome lamp)
- **Black stepwell pads** at front and sliding side doors
- **Color-keyed vinyl spare tire cover** (black for under-seat spare)
- **Right-hand visor vanity mirror**
- **"XLT" emblem** on instrument panel

VAN POOLING PACKAGES—(Club Wagon)

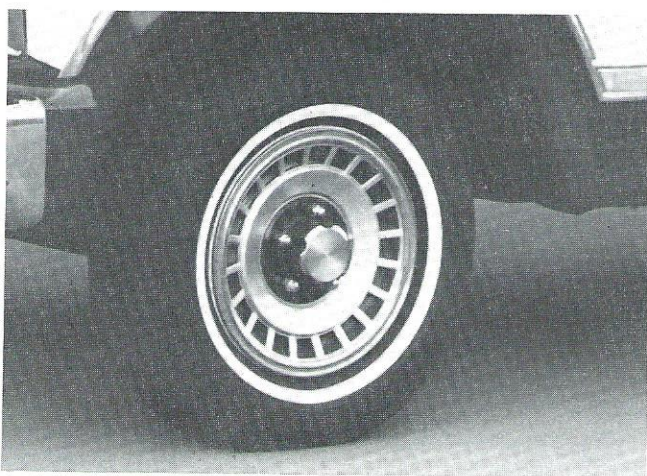
These packages are designed specifically to prepare E-250/350/Club Wagon/Super Wagon models with 12/15-passenger seating for use as van pooling vehicles. Package components include:

- **XL trim** (XLT trim optional)
- **5.8L V-8 engine** (7.5L V-8 required in California)
- **Auxiliary fuel tank**
- **Rear-door latch and lock**
- **Black stepwell pads** on front and sliding doors
- **Color-keyed vinyl headliner**
- **Dual beam dome/map lights** (four)



WHEEL COVERS, DELUXE— (F-Series, Econoline, Club Wagon)

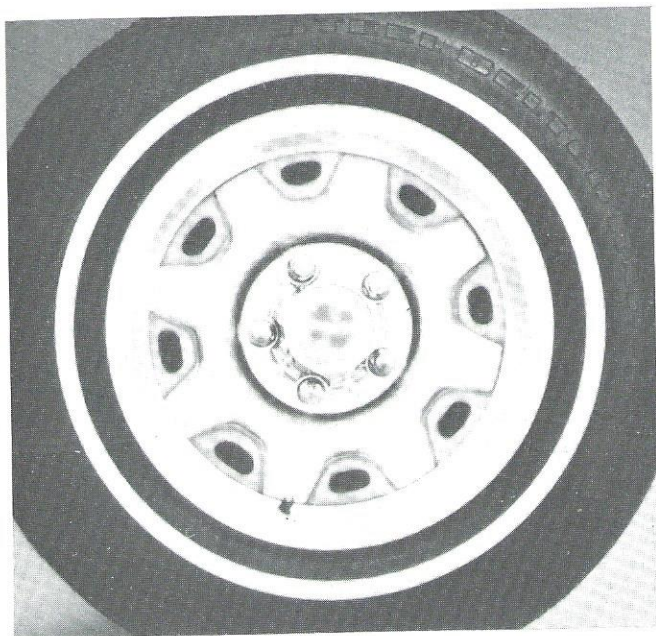
Attractive full wheel covers made of corrosion-resistant steel. Not available on **F-Series 4x4**, dual rear wheel pickup, or XLS.



WHEEL COVERS, SPORT— (All Models except Ranger)

Turbine-style design with simulated exposed bright wheel lugs give these wheel covers a sharp, sporty appearance. Available only with 15-inch wheels. Not available with 10x15 tires or XLS trim on **F-Series** and **Bronco** models. Not available with **F-Series Crew Cab**.

OPTIONS cont'd

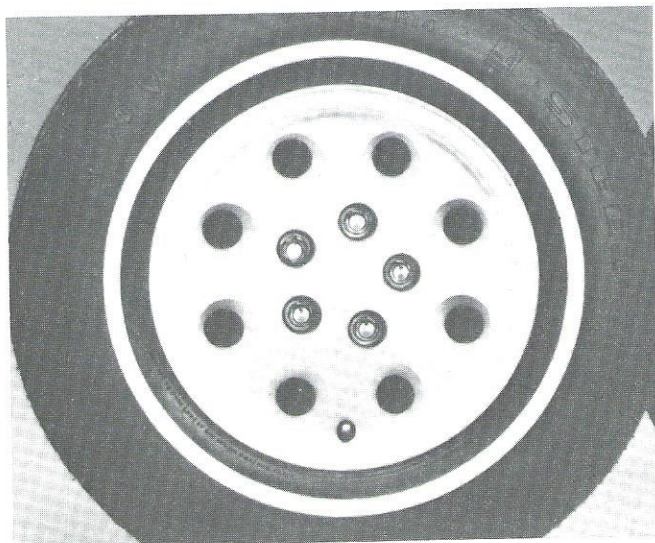


WHEEL TRIM, DELUXE—(Ranger)

This trim adds a dressy accent to Ranger's standard argent styled steel wheels. Includes bright hub cover, trim ring and lug nuts. Included with XL and XLT trims. Not available with XLS trim.

WHEEL, SPARE ALUMINUM/STYLED STEEL—(F-Series, Bronco)

This option allows the buyer who orders an F-Series or Bronco model equipped with optional aluminum or styled steel wheels to order a matching spare wheel, in place of the standard conventional spare wheel. Not available on F-250/350 models.



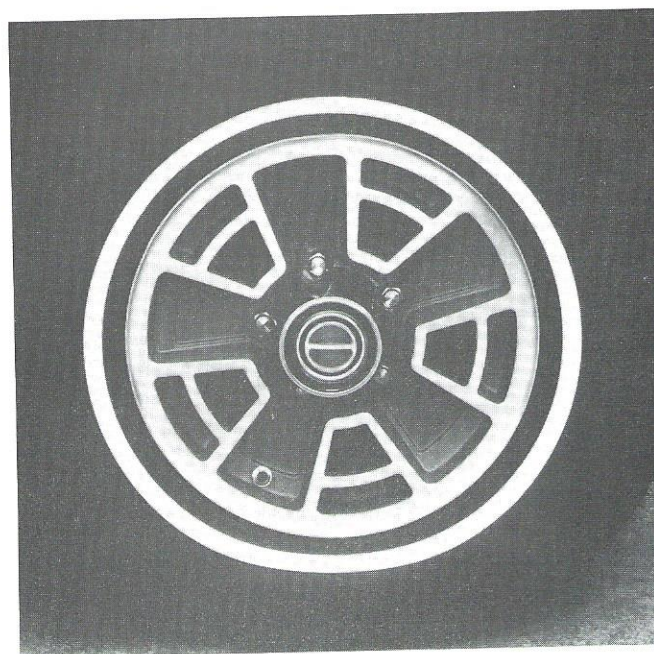
WHEELS, CAST ALUMINUM (4)—(Ranger 4x2)

These 14 x 6-inch aluminum wheels feature a bright finish, bright hub and bright lug nuts which add a unique flair to any Ranger 4x2 model.



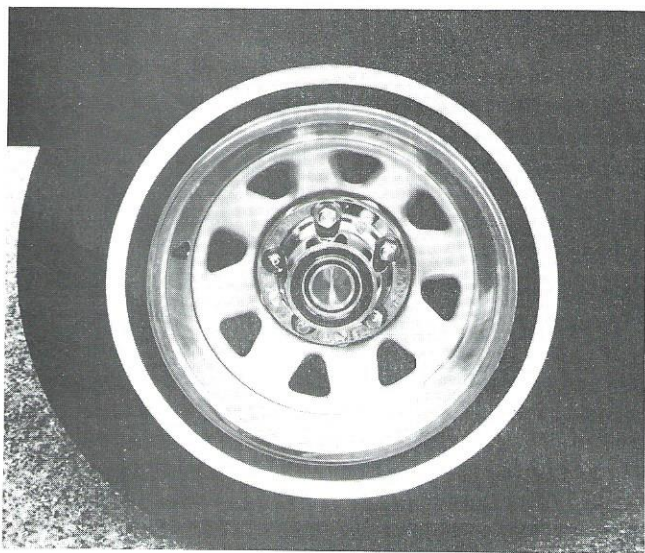
WHEELS, CAST ALUMINUM (4)—(Ranger 4x4)

These new 15x6-inch aluminum wheels add a unique look to the new Ranger 4x4. Includes a black hub ornament and bright lug nuts.



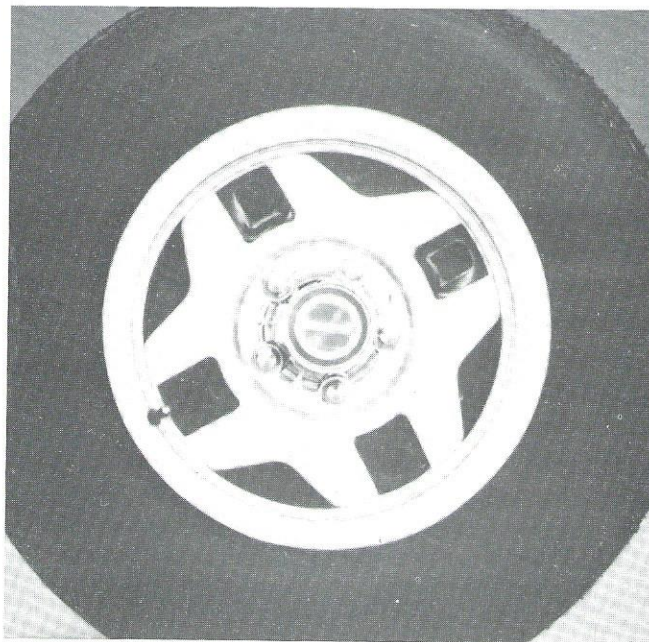
WHEELS, CAST ALUMINUM — (All Models except Ranger)

Add a bold, stylish accent to any model. Available only with 15-inch tires. On **Econoline** and **Club Wagon**, available in sets of four or five. On **F-Series** and **Bronco**, includes four wheels and a conventional steel spare (matching spare can be ordered separately). Not available with 10x15, 10Rx15, or P195/75R15SL tires. Not available with Snow Plow Special Packages, Heavy-Duty Front Suspension Packages or **F-Series Crew Cab**.



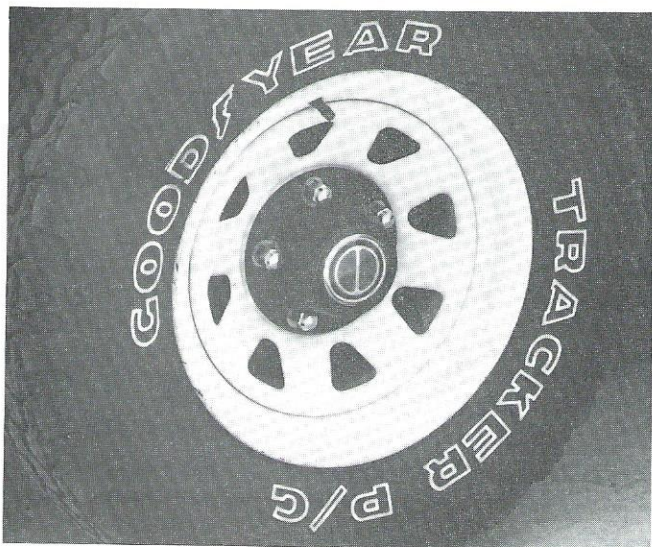
**WHEELS, DELUXE ARGENT STYLED STEEL—
(All Models except Ranger)**

Help create the "performance look" many buyers desire. Includes bright trim rings with dual red pin stripes and bright hub covers. Available only with 15-inch tires. Includes five wheels when ordered on **Bronco** and **F-150** 4x4 models with 10x15C or 10Rx15C tires and on all **Econoline** and **Club Wagon** models. All other **F-Series** and **Bronco** models include four wheels and a conventional steel spare (matching spare can be ordered separately). Not available with Snow Plow Special Packages, Heavy-Duty Front Suspension Packages, XLS trim, **F-Series Crew Cab** or P195/75R15SL tires.



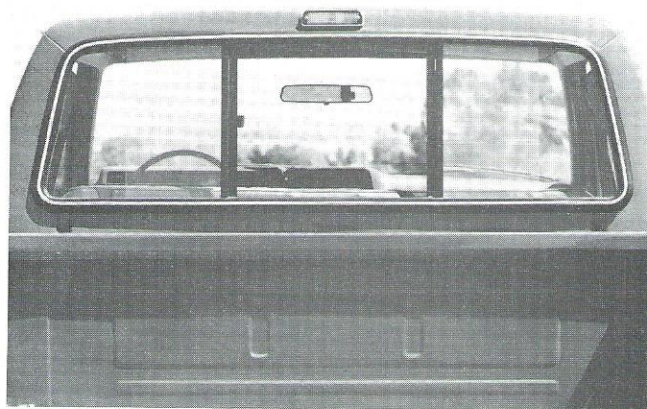
WHEELS, WHITE SPORT (5)—(Ranger)

These striking 14 x 6-inch (15 x 6-inch with 4x4) white styled steel wheels add brawny good looks to any Ranger model. Include bright hub ornament and lug nuts. Sporty styling is further highlighted by blackout treatment around the wheel cutouts and dual red accent stripes on the outer rim.



**WHEELS, STYLED STEEL WHITE—
(F-Series and Bronco)**

Add a rugged, sporty flair to any vehicle. Available only with 15-inch tires. Includes five wheels when ordered with 10x15C or 10Rx15C tires. All other applications include four wheels with a conventional steel spare (matching spare can be ordered separately). Not available with XLS trim, Snow Plow Special Packages, Heavy-Duty Front Suspension Packages, **F-Series Crew Cab**, or with P195/75R15SL tires.



WINDOW, SLIDING REAR—(Ranger, F-Series)

Provides excellent flow-through ventilation. Also permits direct communication with a camper interior, when one is installed. Tinted glass with narrow, bright insert molding on weatherstrip, black vertical division bars and anti-theft shield at latch. Slides open. Latches securely.

★Offered as Dealer-Installed Accessory—Base Part #422B30

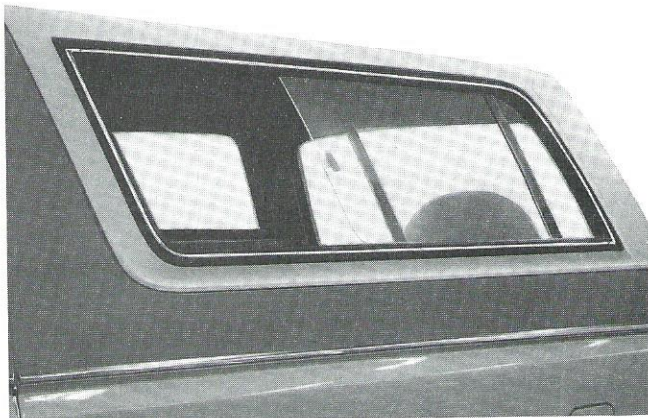
WINDOWS, PIVOTING VENT—(Ranger)

Tinted glass vent windows provide a convenient ventilation alternative. Include black handle with pushbutton-type latch. Included with XLT trim.

OPTIONS cont'd

WINDOWS, POWER FRONT—(F-Series, Bronco)

Power front windows give F-Series and Bronco models the convenience many drivers have come to expect in their passenger cars. Includes two switches on the driver side (for both front windows) and one on the passenger side (for passenger window only). Switches are enclosed in a bezel in the window crank area.



WINDOWS, SLIDING REAR QUARTER—(Bronco)

Replaces the standard fixed windows behind the front doors for improved ventilation. Available tinted only. Not available with Privacy Glass™.

F-SERIES 4x2

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NOTE: Powertrain (Engine/Transmission/Axle) Application Charts, previously provided in this Section, will now be found in the Powertrain Section (4th Tab) of this 1983 Light Truck Facts Book.

WHAT'S NEW FOR 1983

F-SERIES 4x2

TECHNICAL

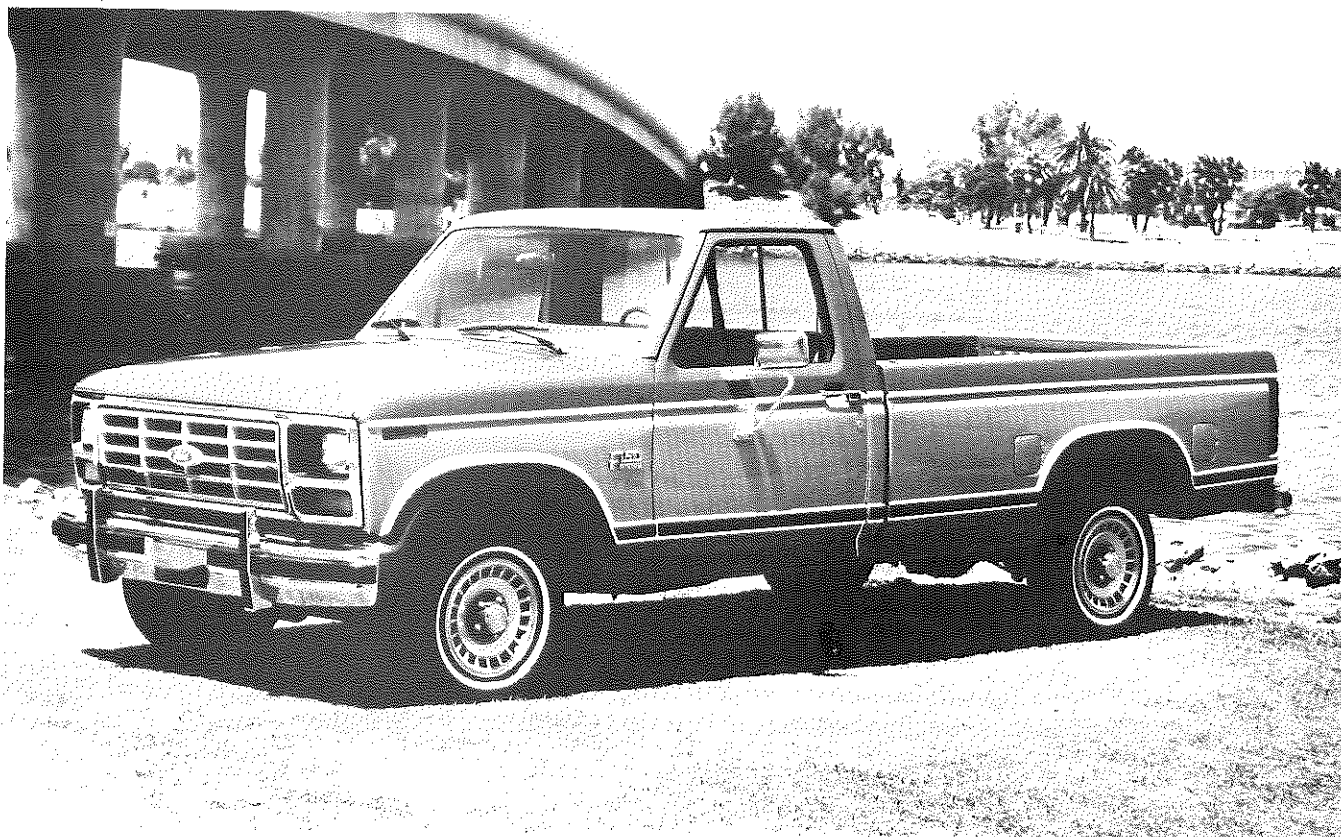
- New 6.9L V-8 diesel engine for F-250/350 Regular and SuperCab Models over 8500 lbs. GVWR—now with either manual or automatic transmission
- New 7.5L 4V V-8 gasoline engine for F-250/350 over 8500 lbs. GVWR (Delayed availability with Crew Cab Models)
- New fully synchronized (except in Reverse) manual 4-speed transmission for 6.9L diesel and 7.5L engines
- Automatic Overdrive Transmission made available with 4.9L I-6 in F-100/150 4x2
- 4.2L V-8 and 6.6L V-8 engines discontinued
- New F-350 Crew Cab Styleside Pickup models with 7.5L V-8 engine
- Lt. Metric Steel-Belted Radial Ply tires standard on F-250/350 models
- F-250/350 front axle ratings increased
- Trailer Towing Package and Camper Special Package components combined
- GVWRs revised
- F-250 SuperCab short (138.8-inch) wheelbase model discontinued
- New cast center rear axle
- New 4.10:1 axle ratio with 6.9L Diesel or 7.5L 4V V-8s (April 4, 1983)

DESIGN

- New F-350 4x2 Crew Cab offered in one wheelbase (168.4") and two trim levels (Standard & XL)
- "XLT Lariat" trim designation changed to "XLT" and lower bodyside protection molding replaces mid-bodyside and wheelip molding and black tape stripe
- XLS trim includes 9" x 6" black low-mount western swing-away mirror
- Day/night mirror standard
- New cloth insert material for cloth-and-vinyl seat trims
- Radio faceplate finish and graphics revised
- Automatic Overdrive Transmission shift-selector graphics revised
- Heater and air conditioning controls graphics revised
- Coat hook location revised from left-side to right-side

OPTIONS

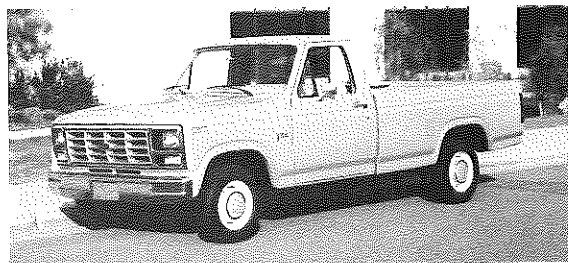
- 20-gallon outside-of-frame ICC fuel tank for F-350 Chassis Cab
- Deluxe insulation package
- Electronic digital clock has stopwatch function and easier reset operation



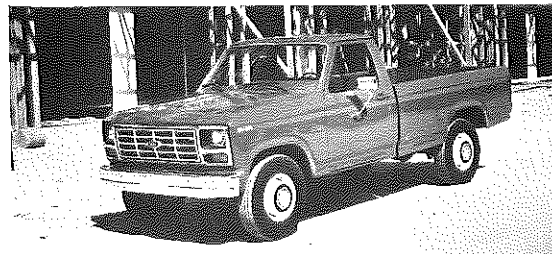
F-150 4x2 With XLT Trim. Optional Auxiliary Fuel Tank, Chrome Step Bumper, Deluxe Tu-Tone, Bright Low-Mount Western Swing-Away Mirrors, Protection Group, Sliding Rear Window and Sport Wheel Covers

MODEL AVAILABILITY

F-SERIES 4x2



F-150 4x2 Long Wheelbase Pickup With Standard Trim

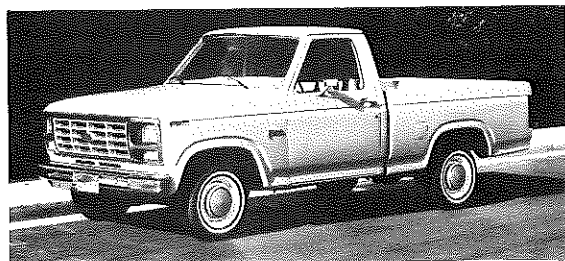


F-250 4x2 Pickup With Standard Trim. Optional Bright Low-Mount Western Swing-Away Mirrors

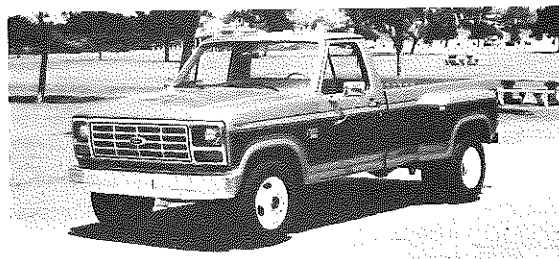
MODEL AVAILABILITY

SERIES	WHEELBASE (in.)	PICKUP BOX NOMINAL LENGTH (ft.)	TRIM AVAILABILITY			XLS
			STD	XL	XLT	
FLARESIDE PICKUP						
F-100	116.8	6½	X	X		X
F-150	116.8	6½	X	X		X
STYLESIDE PICKUP (UNDER 8500 lb. GVWR)						
F-100	116.8	6¾	X	X	X	X
	133.0	8	X	X	X	X
F-150	116.8	6¾	X	X	X	X
	133.0	8	X	X	X	X
F-250	133.0	8	X	X	X	
STYLESIDE PICKUP (OVER 8500 lb. GVWR)						
F-250 HD	133.0	8	X	X	X	
F-350	133.0	8	X	X	X ⁽¹⁾	
SUPERCAB STYLESIDE PICKUP (UNDER 8500 lb. GVWR)						
F-150	138.8	6¾	X	X	X	
	155.0	8	X	X	X	
F-250	155.0	8	X	X	X	
SUPERCAB STYLESIDE PICKUP (OVER 8500 lb. GVWR)						
F-250 HD	155.0	8	X	X	X	
CREW CAB STYLESIDE PICKUP (OVER 8500 lb. GVWR)						
F-350	168.4	8	X	X		
CHASSIS CAB (UNDER 8500 lb. GVWR)						
F-250	133.0	—	X	X		
CHASSIS CAB (OVER 8500 lb. GVWR)						
F-250 HD	133.0	—	X	X		
	136.8	—	X	X		
	160.8	—	X	X		
F-350	136.8	—	X	X		
	160.8	—	X	X		

(1) XLT trim not available with Dual Rear Wheel Models.



F-100 4x2 Short Wheelbase Pickup With Standard Trim



F-350 4x2 Dual Rear Wheel Pickup With XL Trim. Optional 6.9L Diesel Engine, Deluxe Tu-Tone paint, Step Bumper and Bright Low-Mount Western Swing-Away Mirrors

TRIM SELECTIONS

F-SERIES 4x2

F-SERIES STANDARD TRIM FEATURES

The following features are standard equipment on all F-Series Light Trucks, except as noted:

EXTERIOR

BUMPER—Front, Chrome

DOOR HANDLES—Push Button-Type, Mounted Above Bodyside Chamfer, Bright with Black Push Button. Includes Front and Rear Doors with Crew Cab

DOOR LOCK CYLINDER—Mounted Below Bodyside Chamfer; Bright—Front Doors only with Crew Cab

DOOR SEALS—Secondary, Included on F-100 Models with 3.8L V-6 or F-100 Fuel Saver Package

EMBLEM—Bold "F" with Series Designation, Mounted on Front Fender Forward of Door Outline and Below Bodyside Chamfer. Trim Designation Not Included with Base Trim

FENDERS/FUEL FILLER DOOR—Fiberglass Rear Fenders and Flush Fuel Filler Door (No Exposed Filler Neck) on Left Rear Fender with Flareside Pickups and F-350 Dual-Rear-Wheel Styleside

FORD IDENTIFICATION—Ford Oval Mounted on the Center of the Grille Insert

GLASS:

- Windshield—Laminated, Clear
- Windows—Tempered, Clear

GRILLE ASSEMBLY—Light Argent Grille with Bright Grille/Headlight Surround Molding

HORN—Single, Electric

HUB CAPS—Painted Argent—Not Available with 4x4s and F-350 Dual-Rear-Wheel Models

KEYS—See "Interior" List for Description

LIGHTING & REFLECTORS:

- All Models:
 - Front Left and Right Halogen Headlights, Rectangular, Black Doors with Bright Surround
 - Front Left and Right Combination Turn Signal and Parking Lights with Amber Lens and Clear Bulb, Black Doors with Bright Surround
 - Combined Front Side Amber Marker Lamps and Reflectors, Flush Mounted in the Front of the Bodyside Chamfer
- Chassis Cabs:
 - Front, 5 Amber Clearance and Identification Lights at Top of Cab with Dual-Rear-Wheels Only
 - Rear Left and Right Red Taillights Integral with Side Marker Lights, Turn Signals, Stop Lights, Backup Lights and Reflectors. Includes One License Plate Light in Left Taillight

• Styleside Pickups:

- Front, 5 Amber Clearance and Identification Lights at Top of Cab with Dual-Rear-Wheels
- Side Rear, 2 Clearance and Identification Lights, Front Amber Lens, Rear Red Lens, Mounted on Rear Fenders with Dual-Rear-Wheels
- Rear Left and Right Red Taillights, Wrap-Around Type, Integral with Turn Signals, Stop Lights, Backup Lights, Side Marker Lights and Reflectors
- Rear, 3 Red Clearance and Identification Lights on a Separate Light Bracket Attached to the Pickup Box Rear Cross-Sill Below Tailgate with Dual-Rear-Wheels (with Optional Rear Step Bumper, the Light Bracket is Attached to Top Surface of Bumper)
- Rear, One License Plate Light (2 Lights with Optional Rear Bumper)
- Flareside Pickups:
 - Rear Left and Right Red Taillights, Integral with Turn Signals, Stop Lights, Backup Lights and Reflectors
 - Rear, One License Plate Light

MIRRORS—Door-Mounted, Left and Right Sides—5½" x 4¼", Bright

MOLDINGS—Windshield Surround, Bright

ROPE TIE HOLES—Located in Corner Stake Pockets with Styleside Pickup

SPOILER—1" x 50", Black, on F-100 Models with 3.8L V-6 or F-100 Fuel Saver Package

TAILGATE:

- Styleside Pickup—Easily Removable Type (Does Not Require Removal of Attaching Bolts) with Raised "F-O-R-D" Letters Covered by Red or White Contrasting Tape, Cadmium Plated Handle (Chrome Handle with Deluxe or Combination Tu-Tone Options) and Steel Support Cables
 - Flareside Pickup—Classic Hinged Type with Raised "F-O-R-D" Letters Covered by Red or White Contrasting Tape and Over-Center Chain Latch
- WINDOWS**—Side Vent and Door Windows Moveable, Side Rear Twin Windows with SuperCab and Rear Window with All Cabs Stationary. Crew Cab Rear Doors Have Stationary Window at Front and Moveable Window at Rear

WINDSHIELD WASHER NOZZLE—Dual Port Type approximately 6" Left of Center of Cowl Top Panel for Optimum Spray Pattern, Argent Colored

WINDSHIELD WASHER/RADIATOR OVERFLOW BOTTLE—Plastic; 62-fl.oz.

Washer Capacity, 72-fl.oz. Overflow Capacity

WINDSHIELD WIPERS—Two-Speed Electric. Motor Mounted in Engine Compartment for Quieter Operation. 18" Blades, Black Wiper Arms

INSULATION ITEMS—Includes the Following Items:

- Floor Covering/Insulation (See "Interior" List for Description)
- Headliner—Foam Padding with SuperCab; Foam Padding and Amberlite Between Headliner and Roof Panel with Crew Cab
- Door Trim Panel—Amberlite
- Roof—Double-Wall Structure with Spray-On Sound Absorber

INTERIOR

ASHTRAY—Left and Right Rear, Crew Cab Only—Painted* with Can-Shaped Metal Body and Bright Lid, Mounted to "B" Pillar Trim Panel

BRAKE—Low Pedal

COAT HOOK—(One) Right Rear Corner of Cab, Black

DOME LIGHT—Located Above Back Window with Regular Cab, Center of Roof with SuperCab and Crew Cab. Activated Automatically by Courtesy Light Switch on Driver's Side Door Front Hinge Pillar or Manually by Rotating Head Light Knob, White Translucent Lens and Black Bezel with Regular Cab, Bright Bezel with SuperCab and Crew Cab

FRONT DOOR TRIM/HARDWARE:

- Armrests—Full-Padded, Injected Molded Vinyl with Urethane Foam Padding, Color-Keyed*
- Door Checks—2 Position
- Handle—Paddle-Type with Textured In-board Surface, Bright
- Locks—Keyless Interior with Override. Bullet-Shaped Button Vertically Mounted at the Top of the Door Trim Panel, Bright
- Trim Panel—With Integral Armrest Base, Speaker Grille and Grained Vinyl Door Handle Sight Shield, Color-Keyed*
- Vent Window Handle—Wedge-type, Black with Chromed Steel Push-Button Lock, Handle is Vertical in Locked Position
- Window Regulator—Bright with Clear Knob

*Color-Keyed to seat trim. Available colors are Teal (not available with SuperCab or Crew Cab), Dark Blue, Red (not available with Crew Cab), Black and Tan.

F-SERIES STANDARD TRIM FEATURES (cont'd)

REAR DOOR TRIM/HARDWARE (Crew Cab):

- Armrests—Full-Padded, Molded Vinyl with Urethane Foam Padding, Color-Keyed*
- Door Checks—One Position
- Door Inside Release Lever and Cup—Black, Finish on the Cup
- Locks—Push-Pull Type with Non-Override, Bright
- Trim Panel—Vinyl Covered, Formed Rigid Substrate, Color-Keyed*
- Window Regulator—Same as Front Door

FLOOR COVERING/INSULATION:

- Regular Cab:
 - Mat—One Piece Rubber with Carpet Grain Texture, Black (Includes Heel Pad on Driver's Side with Air Conditioner). Extends from Front of Cab to Front of Seat
 - Insulation—Part of Mat Assembly, One Layer of Fiber Pad Covering Total Floor Pan Area to Front of Seat. One Layer of Glass Batt Board Covering Inboard Half of Right Footwell to Front of Seat, and One Layer of Glass Batt Pad Attached to Fiber Pad, Under Seat Inboard of Right Seat Track in Line with Forward Glass Batt Pad
- SuperCab:
 - Mat—Two Piece Rubber with Carpet Grain Texture, Black (Includes Heel Pad on Driver's Side with Air Conditioning). Front Mat Extends from Front of Cab to Front of Seat to Back of Cab
 - Insulation—Part of Mat Assembly, Front of Cab to Front of Seat Area Same as Regular Cab (Less Glass Insulation Pad). Rear Mat Includes One Layer of Fiber Pad Covering Total Under Seat/Rear Floor Area
- Crew Cab:
 - Mat—Two Piece Rubber with Carpet Grain Texture, Black (Includes Heel Pad on Driver's Side). Front Mat Extends from Front of Cab to Front of Seat with Side Flaps Extending to Rear of Front Seat. Full Rear Mat Extends from Front of Front Seat to Back of Cab
 - Insulation—Part of Mat Assembly, One Layer of Fiber Pad Covering Total Area from Front of Cab to Rear of Cab

FRESH AIR BLEND HEATER & DEFROSTER—Includes 3-Speed Fan, 6" x 8" Core and 3-Nozzle Defroster Outlet (Regular Cab and SuperCab); High Output, Includes 8" x 7.3" Heater Core and 3-Nozzle Defroster Outlet (Crew Cab)

FRESH AIR VENTS—With Fore/Aft Slide Control Handle, Mounted on Cowl Side Trim Panels, Color-Keyed,* Vents Deleted When Air Conditioning is Ordered

FUSE PANEL—Mounted on the Dash Panel, Under Instrument Panel, Driver's Side, Panel Cover Identifies Fuse Usage and Location for Replacement

HEADLINER—Included Only with SuperCab or Crew Cab

HOOD RELEASE—Black Handle with White Lettering, "HOOD". Handle is Horizontally Mounted Under Left Portion of Instrument Panel Between the Park Brake Release Handle and Steering Column

INSTRUMENT PANEL—COMPLETE: One-Piece Panel with Full-Width Pad and Padded Appearance Molded into the Right Side of the Panel Above the Glove Box, Color-Keyed.* Also Includes Two Trim Panels Which Cover the Cluster and Center Pod Areas, Black Mesh Weave with Bright Raised Surround Bead (Woodtone Trim Panels with Optional 6.9L V-8 Diesel). Bright Rectangular Beads on Cluster Panel Also Encompass Brow Warning Light Windows, Cluster Face, Headlamp and Windshield Wiper/Washer Control Knobs and Integral Storage Bin (Storage Bin Replaced by Diesel Warning Lamp Cluster with Optional 6.9L V-8 Diesel). Bright Rectangular Beads on Center Pod Panel Encompass Brow Windows, Optional Digital Clock, Radio and Heater Control. Instrument Panel Incorporates the Following Items:

- Ashtray—Below Center Pod, Tip-Down Type, Color-Keyed*
- Cluster Brow Warning Lights—Visible Only When Illuminated
 - Seven Windows from Left to Right as Follows:
 - "Shift" with Upward Pointing Arrow, Amber, Included Only for F-100 Fuel Saver Package with 4-Speed Overdrive Transmission (Otherwise Blank)
 - Left Turn Signal Arrow, Green
 - "FASTEN BELTS" with ISO Symbol, Red
 - "HIGH BEAM" with ISO Symbol (Blue Letters on Black Background)
 - "BRAKE", Red
 - Right Turn Signal Arrow, Green
 - "4x4", Amber, Included Only with 4-Wheel Drive Option (Amber Letters on Black Background)
- Cluster Face—Gauges/Warning Lights/Instruments/Trim Plates:
 - Fuel Designation—Located Above the Steering Column Between the Tachometer Trim Plate and PRNDL, White Lettering on a Black Background. "UNLEADED FUEL ONLY" with Gas Engine Models Under 8500 lbs. GVWR or "DIESEL FUEL ONLY" with Optional 6.9L V-8 Diesel
 - Gauge/Warning Light Cluster (Gasoline Engines Only)—Located at Upper Right of Steering Column, Black Background with White Graphics and ISO Symbols. Includes "FUEL" Gauge in Upper Left, Temperature Gauge "TEMP" in Lower Left, Oil Pressure "OIL" Warning Light in Upper Right and Ammeter "CHARGE" Warning Light in Lower Right. Optional Gauge Package Required with 6.9L V-8 Diesel and 7.5L 4V V-8
 - PRNDL—Above Steering Column, Integral with Cluster. Includes Black Knock-Out Type Dust Plug with White Rectangular Decoration with Manual Transmission. Includes Lighted PRNDL with Optional Automatic Transmission
 - Speedometer—Located at Upper Left of Steering Column, Black Cross Hatch Background with White Numerals, Hashmarks and Calibration Dots. MPH

Indicates "0-85" in Upper Case Numerals and Hashmarks with the Numeral "55" Highlighted by White Surround Box. MPH Indicates "0-130" in Arc Yellow Lower Case Numerals and Hashmarks. Integral Odometer Below Speedometer Pivot Records Distance Traveled (0—99,999). Odometer Above Speedometer Pivot with Trip Odometer, Included with Optional Sports Instrumentation Package

- Tachometer Trim Plate—Above PRNDL, Black with White Cross and Hashmark Decoration. Tachometer Included with Optional Sports Instrumentation Package
- Diesel Warning Lights—Included with Optional 6.9L V-8 Diesel. Located at the Right Side of Steering Column in the Cluster Trim Panel (Replaces Storage Bin). Vertically Arranged, Top to Bottom, as Follows: "Wait To Start," "Water in Fuel" and "Engine Temp"; Red with White Graphics
- Glove Box Door—In Lower Right Side of Panel. Includes Black Squeeze-Type Latch and Hinge with Integral Stops Which Hold Door at Horizontal When Open (No Check Straps). Inner Door Incorporates Coin Token Slots and Two Cup Depressions. Color-Keyed*
- Headlight Switch—Bright Knob at Left of Steering Column, Outboard of Wiper Control Lighted ISO Symbol at Left of Knob
- Heater/Defroster Controls—In Lower Portion of Center Pod Trim Panel, Black with White Lettering and ISO Symbols. Temperature Band Graphics are Opposing Blue and Red Triangles. Includes Blend-Air Temperature Control, Fresh Air Ventilation/Heat/Defrost Control and 3-Speed Blower Control with Bright Knobs
- Storage Bin—To the Right of Steering Column. Molded into the Cluster Trim Panel (Replaced by Warning Light Cluster with Optional 6.9L V-8 Diesel). Suitable for Holding Coins, Gum, Cigarettes, etc. Approximate Opening 5 3/4" (Wide) x 3 3/4" (Deep) x 2 1/4" (High)
- Windshield Wiper/Washer Control—Bright Knob at Left of Steering Column Inboard of Headlamp Switch, with Lighted ISO Symbol at Left of Knob

SOUND INSULATION PACKAGE, DIESEL—Included w/6.9L V-8 Diesel Only. Includes the Following Components:

- Absorber, Cowl Upper—From Top of Dash Panel to Top of Cowl Inner Panel
- Absorber, Dash Panel—Thicker Barrier Replaces Standard Barrier
- Absorbers, Cowl Side—Both Sides
- Bracket, Electrical Component Mounting—Attached to Right Front Fender Apron and Inner Panel
- Cover, Air Conditioner/Heater Case (Delayed Availability)
- Deadener—Mastic Applied to Front Floor Pan, Underseat, Rear Floor and Center Dash Panel at Tunnel

*Color-Keyed to seat trim. Available colors are Teal (not available with SuperCab or Crew Cab), Dark Blue, Red (not available with Crew Cab), Black and Tan.

F-SERIES STANDARD TRIM FEATURES (cont'd)

- Floor Mat—Mat and Fiber Pad Thickness Increased
- Hoodliner—Polyurethane Foam with Mylar Protective Coating (Delayed Availability)
- Liner, Engine Side Dash—Covers the Engine Side of the Dash Panel From the Left Side of the Vehicle to the Right Side of the Transmission Tunnel (Delayed Availability)
- Liner/Absorber, Back Panel—Regular Cab Includes Color-Keyed Cloth Covered Pad (Carpet Covered with XL and XLT Trims) From Below the Rear Window To Floor Between the "B" Pillars. SuperCab Includes Lower Rear and Rear Quarter Trim Panels (Also Included with XLT Trim or Optional Rear Seats)
- Liners/Absorbers, Front Fender—(Delayed Availability)
- Panel, Instrument Panel to Dash—Two Piece Panel with Coded Fiber Pad Covers Area From Right Side Cowl to Left Side Cowl. Includes Pedal Cut-Outs
- Seal, Transmission Cover Plate Opening—Insulated
- Seals, Door—Secondary

KEYS—One Key for Ignition, and One for Door Locks and Items Included in the Optional Security Lock Group (Unique Keys Used for Gas Caps and In-Box Spare Tire Carrier)

MIRROR—Windshield Mounted, 9 1/4" Day/Night, Black (Not Included with Chassis Cab)

MOLDINGS/TRIM COVERS/TRIM PANELS:

- Regular Cab—From Front to Rear of Cab:
 - Windshield Header Molding, Color-Keyed*
 - "A" Pillar Upper Garnish Molding, Left and Right Sides, Color-Keyed*
 - Lower "A" Pillar/Cowl Side Panel, Left and Right Sides Color-Keyed.* Cowl Side Trim Panel Includes Vent on Models with Standard or Optional High Output Heater. Cowl Vent Deleted on Models with Optional Air Conditioning
 - Scuff Plates, Left and Right Sides, Black
 - Seat Belt Retractor Cover, Mounted on Upper "B" Pillar, Left and Right Sides, Color-Keyed* (White with White Exterior Body Color)
- SuperCab—From Front to Rear of Cab:
 - Windshield, "A" Pillar and Cowl Side Same as Regular Cab
 - Door Upper Molding, Left and Right Sides, Color-Keyed*
 - Scuff Plates, Left and Right Sides, Aluminum, Bright
 - Headliner—Cloth - Covered, Color-Keyed*
 - Bodyside Rear Upper Panel with Integral Bolster at Belt, Extends Rearward from "B" Pillar, Molds in Side Rear Twin Window and Wraps Around Rear Corner of Cab to Join Rear Window Moldings, Left and Right Sides, Color-Keyed*
 - Shoulder Belt "D" Ring Cover, Mounts on Body Side Rear Upper Panel Between "B" Pillar and Twin Window, Left and Right Sides, Color-Keyed*
 - Lower "B" Pillar Panel with Integral Shoulder Belt Retractor Cover, Runs

from Body Side Rear Upper Panel to Floor, Left and Right Sides, Color-Keyed*

—Rear Window Upper Molding, Joins Body Side Rear Upper Panels Above Rear Window, Color-Keyed*

—Rear Window Lower Molding with Integral Bolster at Belt, Joins Body Side Rear Upper Panels Below Rear Window, Color-Keyed*

- Crew Cab—From Front to Rear of Cab:
 - Windshield and Upper "A" Pillar Same as Regular Cab
 - Lower "A" Pillar/Cowl Side Panel Left and Right Sides, Color-Keyed.* Two-Piece Cowl Side Trim Panel Wraps Around Cowl Vent. One-Piece Panel (Cowl Vent Deleted) Included with Air Conditioning
 - "B" Pillar Trim Panel—Left and Right Sides, Vinyl, One-Piece Full Length with Integral Shoulder Belt Retractor Cover, Covers Entire "B" Pillar from Roof to Floor, Mates with Front and Rear Door Upper Molding at the Top and with Front and Rear Scuff Plates on the Floor, Color-Keyed*
 - "C" Pillar Trim Panel—Left and Right Sides, Wraps Around Rear Corner of Cab to Join Upper and Lower Rear Window Moldings and Rear Door Upper Molding, Color-Keyed*
 - Scuff Plates—Left and Right Sides, Front and Rear, Aluminum, Bright
 - Front Door Upper Molding—Left and Right Sides, Metal, Color-Keyed*
 - Rear Door Upper Molding—Left and Right Sides, Metal, Color-Keyed*
 - Headliner—Chalet Cloth-Covered, Cut-and-Score, Extending from Windshield to Backlight, Color-Keyed*
 - Rear Window Upper Molding—Metal, Joins "C" Pillar Trim Panel Above Rear Window, Color-Keyed*
 - Rear Window Lower Molding—Metal, Joins "C" Pillar Trim Panel Below Rear Window, Color-Keyed*

PARKING BRAKE RELEASE—Black Handle with White Lettering "BRAKE". Handle is Vertically Mounted Under Left Portion of Instrument Panel Outboard of Hood Release Handle

RADIO, AM—Includes 5 Push Buttons, Travelers Advisory Notation, Single Speaker and Flexible Antenna

ROOF—Double-Wall Structure with Spray-On Sound Absorber

SEATS:

- Regular Cab:
 - Seat Type—Front Bench with Folding Seat-Back. Seat Cushion Includes Approximately 4" of Foam Pad on Top of Flex-O-Lator, Seat-Back has Approximately 4" of Foam Pad Only. Seat Position Control Located at Front of Bench Permits 5 1/2" Seat Adjustment. Includes Black Seat Pivot Cover
 - Trim—Vinyl, Color-Keyed*
 - Belts—Includes Two Sets of Continuous Loop 3-Point Shoulder/Lap Belts with Rub Sleeves for Driver and Right Side. Passenger Seat Positions with Mini-Size Buckles, Slip Tongues for Lap Belt Adjustment, and Center Twist Boots,

Black. Belts Run from Single Retractors Mounted on Upper "B" Pillars Down to Attaching Plates Mounted on Floor. Center Seat Position Includes Lap Belt Only with Mini-Size Buckle, Black. Retractor Covers Color-Keyed* (White with White Exterior Body Color). Also Includes Timed Warning Light and Buzzer in Instrument Panel

• SuperCab:

—Seat Type—Front Bench with Folding Split-Back. Seat Cushion Includes Approximately 8" of Foam Pad on Top of Zig-Zag Springs, Seat-Back has Approximately 5" of Foam Pad Only. Seat-Back Latch Mounted on Upper Outboard Side of Seat-Back. Seat Position Control at Left Front of Bench Permits 5 1/2" Seat Adjustment. Includes Color-Keyed* Seat-Back Trim Panel and Bright Seat Pivot Cover

—Trim—Vinyl, Color-Keyed*

—Belts—Includes Two Sets of Continuous Loop 3-Point Shoulder/Lap Belts for Driver and Right Side Passenger Seat Positions with Mini-Size Buckles, Slip Tongues for Lap Belt Adjustment, and Center Twist Boots, Black. Belts Run from Single Retractors Mounted on Lower "B" Pillars up Through "D" Rings on Upper "B" Pillars and Down to Attaching Plates Mounted on Floor. Center Seat Position Includes Lap Belt Only with Mini-Size Buckle, Black. Retractor Covers Integral with Lower "B" Pillar Panel and "D" Ring Covers, Color-Keyed.* Also Includes Timed Warning Light and Buzzer in Instrument Panel

• Crew Cab Front Seat:

—Bench with Fixed Seat-Back. Seat Cushion Includes Approximately 4" of Foam Pad on Top of Flex-O-Lator. Seat-Back has Approximately 4" of Foam Pad Only. Seat Position Control Located at Front of Bench Permits 5 1/2" Seat Adjustment

—Trim—Vinyl, Color-Keyed*

—Belts—Includes Two Sets of Continuous Loop 3-Point Shoulder/Lap Belts with Rub Sleeves for Driver and Right Side Passenger Seat Positions with Bright Mini-Size Buckles, Slip Tongues for Lap Belt Adjustment, and Center Twist Boots, Black. Belts Run from Single Retractors Mounted on Upper "B" Pillars Down to Lower "B" Pillar Integral Retractor Covers. Center Seat Position Includes Lap Belt Only with Bright Mini-Size Buckle, Black. Also Includes Timed Warning Light and Buzzer in Instrument Panel

• Rear Seat:

—Bench with Folding Seat-Back. Seat Cushion Includes Approximately 4" of Foam Pad on Top of Flex-O-Lator.

—Trim—Vinyl, Color-Keyed*

—Belts—Includes Two Sets of Lap Belts with Retractors for Outboard Passenger Positions, Center Seat Position

*Color-Keyed to seat trim. Available colors are Teal (not available with SuperCab or Crew Cab), Dark Blue, Red (not available with Crew Cab), Black and Tan.

F-SERIES STANDARD TRIM FEATURES (cont'd)

Includes Lap Belt with Mini-Size Bright Buckle and Slip Tongues for Adjustment. Black Retractor Covers, Center Twist Boot and Belts with Bright Buckle and Tongue

SUN VISOR—Left and Right Sides, Color-Keyed* Vinyl Visor, Reinforced (No Center Clips) with Color-Keyed* Brackets and Bright Rods

STEERING COLUMN (LEVERS & SWITCHES)/WHEEL:

- Column—Black

Incorporates the Following Switches/Levers:

—Emergency Flasher Switch—On Lower Right Side of Column. The Word "HAZARD" is Printed in White on Black Knob. Also Includes ISO Symbol on Switch

—Key Release Button—With Manual Transmission, on Left Side of Column Forward of the Turn Signal Switch, Black Plastic

—Ignition Switch—Locking Type, on the Upper Right Side of Column, Bright

—Turn Signal Switch—On Left Side of Column, Bright Lever with Black Knob

- Wheel—Two-Spoke Wheel, 16" Diameter (Regular Cab), 15" Diameter (Regular Cab with Standard Power Steering, SuperCab and Crew Cab); with Vinyl Horn Pad, Black, with Argent Ford Oval on Center of Pad

*Color-Keyed to seat trim. Available colors are Teal (not available with SuperCab or Crew Cab), Dark Blue, Red (not available with Crew Cab), Black and Tan.

F-SERIES XL TRIM FEATURES

The optional XL trim level is available on all F-Series Light Trucks. The XL trim includes the following items in addition to, or in place of, Standard trim items:

EXTERIOR

REGULAR CAB AND SUPERCAB STYLE-SIDE PICKUPS WITH SINGLE-REAR-WHEELS

TRIM NOMENCLATURE—"XL" Plaque, Bright with Red Lettering, Mounted on Both Front Fenders Below the Series Designation

HUB CAPS—Bright, Not Available with F-250-350 4x4s

MOLDINGS:

- Bodyside Upper and Rear System Runs Full Length Above the Chamfer and Around Tailgate, Bright. Same Upper Molding System Included with Deluxe and Combination Tu-Tone Options
- Rear Window—Narrow Insert on Weatherstrip, Bright

FLARESIDE AND F-350 REGULAR CAB STYLE-SIDE PICKUP WITH DUAL-REAR-WHEELS

HUB CAPS—Bright, on Flareside Models

MOLDING—Narrow Insert on Rear Window Weatherstrip, Bright

TAILGATE LETTERS—Raised Letters Covered by a Monotone Color Tape Which Matches the Contrasting Color in the Dual Color XL Tape Stripe

TRIM NOMENCLATURE—Same as Single-Rear-Wheel Styleside Above

XL TAPE—Upper and Lower Dual Color Tape Stripe, Both Sides. Runs Full Length Along the Bodyside with Dual-Rear-Wheel Styleside, Full Length on the Cab and Rear Fenders with Flareside. Dual Color Tape Also Surrounds the Tailgate Letters on Both Models

CHASSIS CABS

HUB CAPS—Bright, Not Available with Dual-Rear-Wheels

MOLDING—Narrow Insert on the Rear Window Weatherstrip, Bright

TRIM NOMENCLATURE—Same as Single-Rear-Wheel Styleside Above

CREW CAB STYLE-SIDE PICKUP

FRONT DOORS—Secondary Seals

HUB CAPS—Bright

MOLDINGS—Bodyside Upper and Rear System, Runs Full Length Above Chamfer and Around Tailgate, Bright

TRIM NOMENCLATURE—Same as Single-Rear-Wheel Styleside Above

INTERIOR

COURTESY LIGHT SWITCH—Included on Front Hinge Pillar of Passenger Side Door (Front Door Only on Crew Cab)

DOME LIGHT—Bright Bezel Included with Regular Cab

DOOR TRIM/HARDWARE:

- Molding—Surrounds Speaker Grille/Door Handle/Window Regulator/Armrest Pad/Upper Trim Panel Area, Bright. (Front Doors Only with Crew Cab—Rear Doors Same as Standard Trim)

FLOOR COVERING/INSULATION:

- Regular Cab:
 - Floor Mat—One Piece Color-Keyed*
- SuperCab:
 - Floor Mat—Two-Piece, Color-Keyed*
- Crew Cab:
 - Carpeting—14-oz. Cut-Pile, Color-Keyed,* with One Layer of Fiber Pad Insulation Covering Total Floor Area from Front to Back of Cab
 - Storage Shelf—Floor-Mounted at Rear of Cab, Extends Full Width with Top Surface Approximately 2 3/4" Deep, Carpet-Covered

HEADLINER—See "Moldings/Trim Covers/Trim Panels" Heading Following

INSTRUMENT PANEL:

- Cigarette Lighter—Mounted in Ashtray, Includes Ashtray Light
- Trim Nomenclature—Bright "XL" on Black on Center Pod Trim Panel Below Brow Windows
- Woodtone Finish Panels—Replace Black Mesh Weave on Cluster and Center Pod Trim Panels (Included with Standard Trim with Optional 6.9L V-8 Diesel)

MIRROR—Day/Night, 12" (Not Included with Chassis Cab)

MOLDINGS/TRIM COVERS/TRIM PANELS:

- Regular Cab—From Front to Rear of Cab
 - Door Upper Molding, Left and Right, Color-Keyed*
 - Headliner, Cloth-Covered, Color-Keyed*
 - Scuff Plates, Left and Right, Aluminum, Bright
 - "B" Pillar Panel, Left and Right, with Integral Shoulder Belt Retractor Cover, Covers Entire "B" Pillar to Floor, Wraps Around Rear Corner of Cab to Join Upper and Lower Rear Window Moldings, Color-Keyed*
 - Rear Window Upper Molding, Joins "B" Pillar Panels Above Rear Window, Color-Keyed*
 - Rear Window Lower Molding, Joins "B" Pillar Panels Below Rear Window, Color-Keyed*
- SuperCab and Crew Cab—Same as Standard Trim

SEATS:

- Seat Type:
 - Regular Cab—Includes Color-Keyed* Seat Pivot Covers and Black Seat-Back Trim Panel. Otherwise Same as Standard Trim
- Trim:
 - Regular Cab and SuperCab—Vinyl on Seat Sides and Back, with Cloth Front Bolsters and Cloth Inserts, Color-Keyed*
 - Crew Cab—Cloth, Color-Keyed*
- Belts:
 - Regular Cab and SuperCab—Color-Keyed* Belt Webbing, Twist Boots and Mini-Size Buckles
 - Crew Cab—Same as Standard Trim

*Color-Keyed to seat trim. Available colors are Teal (not available with SuperCab or Crew Cab), Dark Blue, Red (not available with Crew Cab), Black and Tan.

F-SERIES XLT TRIM FEATURES

The optional XLT trim level is available on Regular Cab Styleside Pickups with single-rear-wheels. The XLT trim includes the following items in addition to, or in place of, XL trim level items:

EXTERIOR

DOOR—Secondary Seals

MOLDINGS—Lower Bodyside Protection, Left and Right Sides—Runs Full Length and Kicks Up Over Wheel Openings, Bright with Black Vinyl Insert

TAILGATE:

- Applique On Center of Tailgate—Brushed Aluminum with Bright "F-O-R-D" Lettering Along Center Section and Black Stripe Along Lower Portion of Applique
- Handle—Bright

TRIM NOMENCLATURE—"XLT" Plaque, Mounted on Both Front Fenders Below the Series Designation, Bright with Red Lettering

INTERIOR

DOOR TRIM/HARDWARE:

- Woodtone Applique—On Door Trim Panels in Speaker Grille/Window Regulator Area
- Map Box—Plastic, Mounted on Lower Doors Below Trim Panels

FLOOR COVERING/INSULATION:

- Regular Cab:
 - Carpeting—Cut-Pile, Color-Keyed,* Covering Total Floor Area Front to Back of Cab with One Layer of Fiber Pad Insulation on Total Under Surface
- SuperCab:
 - Carpeting—Cut-Pile, Color-Keyed,* Covering Total Floor Area from Front to Back of Cab with One Layer of Fiber Pad Insulation Under Surface

MOLDINGS/TRIM COVERS/TRIM PANELS:

- SuperCab—From Front to Rear of Cab
 - Lower Rear Quarter Panel, Left and Right

Sides—Covers Lower Rear Quarter of Cab from Belt to Floor, Front Edge Joins Lower "B" Pillar Panel, Extends Rearward and Wraps Around Lower Rear Corner of Cab to Join Lower Rear Panel, Color-Keyed*

—Lower Rear Panel, Covers Lower Rear of Cab from Belt to Floor, Top Edge Joins Rear Window Lower Molding, Side Edges Join Lower Rear Quarter Panels, Color-Keyed*

STEERING WHEEL—Woodtone Surround on Outer Edge of Horn Pad. Also includes Blue Ford Oval on Center of Pad

TRIM NOMENCLATURE—Bright "XLT" on Black Background, Mounted on Center Pod Trim Panel Below Brow Windows

*Color-Keyed to seat trim. Available colors are Teal (not available with SuperCab), Dark Blue, Red, Black and Tan.

F-SERIES XLS TRIM FEATURES

The optional XLS trim level is available on F-100 and F-150 Regular Cab Pickups with minimum P215/75R15SL tires and any radio. The XLS trim includes the following items in addition to, or in place of, XL trim level items:

EXTERIOR

BUMPERS—Front and Rear (Rear Contour-Type with Styleside, Channel-Type with Flareside), Black

DOOR LOCK—Black, Both Doors

GRILLE—Insert, Surround Molding, and Headlight Door Surround, Black

HANDLES—Both Doors and Styleside Tailgate, Black

MIRRORS—Door-Mounted, Both Doors, Low-Mount Western Swing-Away, 9" x 6", Black

MOLDINGS—Windshield Surround, Black (Does Not Include Bright Narrow Molding in Rear Window Weatherstrip)

PAINT/TAPE STRIPE:

- Styleside Pickup:
 - Bodyside—Full-Length Tape Surrounds the Chamfer—One Stripe Above and Two Below, Joined by Body Color Tape in Chamfer (Inner Stripe Below Chamfer is a Contrasting Color to the Surround Tape). "XLS" Letters are Cut Out of the Two Tape Stripes

Below the Chamfer at the Side Rear of the Pickup Box

—Tailgate—Bodyside Stripe Above the Chamfer Continues Around the Tailgate. Wide Stripe on Center Raised Portion of Tailgate Matches Inner Bodyside Stripe Below the Chamfer (F-O-R-D Letters Body Color Cut Out of Tape). Upper and Lower Narrow Stripes on Raised Portion of Tailgate Match Bodyside Surround Tape

• Flareside:

—Bodyside—Tape Surrounds the Chamfer on the Cab—One Stripe Above and Two Below, Then Continues on the Rear Fenders Only (Upper and Lower Stripes Joined by Body Color Tape, Inner Lower Stripe is a Contrasting Color to the Outer Surround Tape). "XLS" Letters are Cut Out of the Lower Two Stripes on the Rear Fenders

—Tailgate—Tailgate Letter Tape and Upper and Lower Horizontal Tape Stripes on the Raised Portions of the Tailgate. The Tailgate Tape Matches the Inner Stripe

Below the Chamfer and is Outlined in the Contrasting Bodyside Surround Tape Color

WHEELS—Argent-Painted 15" x 7" Styled Steel Wheels with Black Hub Ornament

INTERIOR

FLOOR COVERING/INSULATION—Cut-Pile Carpeting, Color-Keyed,* Covering Total Floor Area Front to Back of Cab with One Layer of Fiber Pad Insulation

INSTRUMENT PANEL:

- Trim Nomenclature—Bright "XLS" on Black Background Mounted on Center Pod Trim Panel Below Brow Windows
- Trim Panels—Brushed Aluminum Replaces Woodtone on the Cluster and Center Pod Trim Panels

STEERING WHEEL—Brushed Aluminum Surround on Outer Edge of Horn Pad. Also Includes Blue Ford Oval on Center of Pad

*Color-Keyed to seat trim. Available colors are Dark Blue, Red, Black and Tan.

STANDARD CHASSIS EQUIP'T SPECS

F-SERIES 4x2

MODEL & SERIES	F-100 REGULAR CAB PICKUP		F-150 REGULAR CAB PICKUP	
	116.8" (SWB)	133.0" (LWB)	116.8"	133.0"
POWERTRAIN:				
Engine—Application	49 States	California & High Altitude	50 States	
—Displacement	3.8L (232 CID)	4.9L (300 CID)	4.9L (300 CID)	
—Type	2V V-6	1V I-6	1V I-6	
Transmission—Type	Manual		Manual	
—Speeds	3-Speed		3-Speed	
—Low & High Gear Ratios	3.26:1/1.00:1		2.99:1/1.00:1 (49 St.)	3.26:1/1.00:1 (Calif.)
Clutch Diameter	10.0"		10.0"	
Fuel Tank Capacity	16.5 Gal. (62L)	19.0 Gal. (72L)	16.5 Gal. (62L)	19.0 Gal. (72L)
Gallons (Liters)				
SUSPENSION, FRONT:				
Front Axle—Type	Twin-I-Beam IFS		Twin-I-Beam IFS	
—Capacity	3400 lbs.		3400 lbs.	
Front Springs—Type	Coil, Computer Selected		Coil, Computer Selected	
—Rating	2125/2300 lbs. @ Gd. Combined (Min.)		2300 lbs. ⁽¹⁾	2500 lbs. ⁽¹⁾
Front Shock Absorbers	1"		1"	
Steering—Type	Manual, Recirculating Ball		Manual, Recirculating Ball	
—Ratio	24.0:1		24.0:1	
SUSPENSION, REAR:				
Rear Axle—Type	Semi-Floating, Ford		Semi-Floating, Ford	
—Capacity	3750 lbs.		3750 lbs.	
—Ratio	3.08:1 (49 St.)	2.47:1 (Calif.)	2.47:1 (49 St.)	3.08:1 (Calif.)
Rear Springs—Type	Leaf, Simple Stage, Constant		Leaf, Simple Stage, Constant	
—Rating	2519/2879 lbs.		2890 lbs.	
Rear Shock Absorbers	1"		1"	
BRAKES:				
Front Disc Brakes—Size	11.65" dia.		11.65" dia.	
—Type	Single Piston Floating Caliper		Single Piston Floating Caliper	
Rear Drum Brakes—Size	11-1/32" x 2-1/4"		11-1/32" x 2-1/4"	
—Type	Self-Adjusting		Self-Adjusting	
Power-Assist Unit—Type	Single Diaphragm		Single Diaphragm	
—Effective Diameter	9.93"		9.93"	
Parking Brake (Rear Brakes)	Foot Operated, Handle Release		Foot Operated, Handle Release	
ELECTRICAL:				
Alternator Rating	40 Amperes, 600 Watts		40 Amperes, 600 Watts	
Battery—Type	Maintenance-Free		Maintenance-Free	
—Ampere-Hours	36 (45w/Auto. Trans.)		36 (45w/Auto. Trans.)	
—Cold Crank Amps.	310 (380 w/Auto. Trans.)		310 (380 w/Auto. Trans.)	
FRAME:				
Type	Single Channel, 7 Crossmembers,		Single Channel, 7 Crossmembers,	
Section Modulus	36,000 psi Steel		36,000 psi Steel	
	3.21 cu. in.		3.21 cu. in.	
WHEELS & TIRES:				
Wheels—Type & Number	5-Hole Disc, Five		5-Hole Disc, Five	
—Size	15" x 5.5"K		15" x 5.5"K	
Tires—Type	Tubeless Glass-Belted		Tubeless Glass-Belted	
—Size	Radial Ply BSW		Radial Ply BSW	
Spare Carrier Location	P195/75R-15SL		P215/75R-15SL	
	Underframe, at Rear		Underframe, at Rear	

(1) Combined Rating (Minimum) at Ground.

STANDARD EQUIPMENT

MODEL & SERIES	F-250 REG. CAB, UNDER 8500 GVWR	F-250 HD REG. CAB, STYLESIDE & CHASSIS CAB OVER 8500 GVWR
WHEELBASE	133.0"	133.0"
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Fuel Tank Capacity— Gallons (Liters)	50 States 4.9L (300 CID) 1V I-6 Manual 3-Speed 3.26:1/1.00:1 10.0" 19.0 Gal. (72L)	50 States 4.9L (300 CID) 1V I-6 Manual 4-Speed 6.32:1/1.00:1 11.0" 19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity Front Springs—Type —Rating Front Shock Absorbers Steering—Type —Ratio	Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 2570 lbs. @ Gd. Combined (Min.) 1" Manual ⁽¹⁾ 24.0:1	Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 2765 lbs. @ Gd. Combined (Min.) 1" Power 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	Semi-Floating, Ford 4050 lbs. 3.54:1 Leaf, 2-Stage Variable Rate 4102 lbs. 1"	⁽²⁾ 6250 lbs. 4.10:1 Leaf, 2-Stage Variable Rate 6315 lbs. 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	12.59" dia. Single Piston Floating Caliper 12" x 2-1/2" Self-Adjusting Single Diaphragm 9.93" Foot Operated, Handle Release	12.56" dia. HD Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watts Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)	40 Amperes, 600 Watts Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)
FRAME: Type Section Modulus	Single Channel—6 Crossmembers 36,000 psi Steel 3.98 cu. in.	Single Channel—6 Crossmembers 36,000 psi Steel 4.33 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier	8-Hole Disc, Four 16.0" x 6.0"K Truck Type, Tubeless Bias Radial Ply BSW LT215/85R-16C Optional	8-Hole Disc, Four 16.0" x 6.0"K Truck Type, Tubeless Bias Radial Ply BSW LT235/85R-16E Optional

(1) Recirculating Ball Steering Gear.

(2) See page 7 of Axles/Frames/Suspension/Steering section for usage.

MODEL & SERIES	F-250 HD CHASSIS CAB, OVER 8500 GVWR		F-350 REGULAR CAB PICKUP
WHEELBASE	136.8"	160.8"	133.0" SINGLE & DUAL REAR WHEELS
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Fuel Tank Capacity— Gallons (Liters)	50 States 4.9L (300 CID) 1V I-6 Manual 4-Speed 6.32:1/1.00:1 11.0" 19.0 Gal. (72L)		49 States 5.8L (300 CID) 2V V-8 Manual 4-Speed 6.32:1/1.00:1 11.0" (11 $\frac{7}{8}$ " w/7.5L) 19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity Front Springs—Type —Rating Front Shock Absorbers Steering—Type —Ratio	Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 2915 lbs. ⁽¹⁾ 3065 lbs. ⁽¹⁾ 1" Power, Ford XR-50 ⁽²⁾ 17.0:1		Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 2765 lbs. @ Gd. Combined (Min.) 1" Power, Ford XR-50 ⁽²⁾ 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	⁽⁴⁾ 6250 lbs. 4.10:1 Leaf, Single Stage Constant Rate 6375 lbs. ⁽¹⁾ 6375 lbs. ⁽¹⁾ (Optional)		⁽⁴⁾ 6250 lbs. ⁽³⁾ 3.73:1 (3.54:1 w/DRW) Leaf, 2-Stage Variable Rate 6315 lbs. ⁽¹⁾⁽³⁾ 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	12.56" dia. HD Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release		12.56" dia. HD Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watts Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)		40 Amperes, 600 Watts Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)
FRAME: Type Section Modulus	5 Crossmembers Single Channel, 36,000 psi Steel 7.04 cu. in.	7 Crossmembers Single Channel, 36,000 psi Steel 8.37 cu. in.	6 Crossmembers Single Channel, 36,000 psi Steel 4.33 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (If Standard)	8-Hole Disc, Four 16.0" x 6.00" Truck Type, Tubeless Bias Ply BSW LT235/85R-16E Optional		8-Hole Disc, Four ⁽³⁾ 16.0" x 6.0" ⁽³⁾ Truck Type, Tubeless Bias Ply BSW LT235/85R-16E Optional

(1) Combined Rating (Minimum) at Ground.

(2) Recirculating Ball Steering Gear.

(3) With Dual Rear Wheels ("Six Wheeler"), the Rear Axle is the Full Floating Dana 70, rated at 7400 Pounds and having Springs rated at 6515 Pounds. Six 16.0" x 6.0" Wheels and six LT215/85R-16D Tires are also included.

(4) See page 7 of Axes/Frames/Suspension/Steering section for usage.

MODEL & SERIES	F-350 CHASSIS CAB	F-350 CHASSIS CAB
WHEELBASE	136.8" SINGLE & DUAL REAR WHEELS	160.8" DUAL REAR WHEELS
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Fuel Tank Capacity— Gallons (Liters)	49 States ⁽²⁾ 5.8L (351 CID) 2V V-8 California ⁽²⁾ 7.5L (460 CID) 4V V-8 Manual 4-Speed 6.32:1/1.00:1 11.0" 19.0 Gal. (72L)	50 States 4.9L (300 CID) 1V I-6 Manual 4-Speed 6.32:1/1.00:1 11.0" 19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity Front Springs—Type —Rating Front Shock Absorbers Steering—Type —Ratio	Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 2915 lbs. @ Gd. Combined (Min.) 1" Power, Ford XR-50 17.0:1	Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 3215 lbs. @ Gd. Combined (Min.) 1" Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	⁽⁴⁾ 6250 lbs. ⁽³⁾ 3.73:1 ⁽³⁾ Leaf, Single Stage Constant Rate 6375 lbs. ⁽¹⁾⁽³⁾ (Optional)	⁽⁴⁾ 7400 lbs. 4.10:1 Leaf, Single Stage Constant Rate 7318 lbs. ⁽¹⁾ (Optional)
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	12.56" HD Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release	12.56" dia. HD Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watts Maintenance-Free 36 (40 w/Auto. Trans.) 310 (380 w/Auto. Trans.)	40 Amperes, 600 Watts Maintenance-Free 36 (40 w/Auto. Trans.) 310 (380 w/Auto. Trans.)
FRAME: Type Section Modulus	Single Channel—5 Crossmembers 36,000 psi Steel 7.04 cu. in.	Single Channel—7 Crossmembers 36,000 psi Steel 8.37 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (If Standard)	8-Hole Disc, Four ⁽³⁾ 16.0" x 6.00" ⁽³⁾ Truck Type, Tubeless Radial Ply BSW LT235/85R-16E Optional	8-Hole Disc, Six 16.6" x 6.0" Truck Type, Tubeless Radial Ply BSW LT215/85R-16C Optional

(1) Combined Rating (Minimum) at Ground.

(2) 4.9L (300 CID) 1V I-6 engine standard with Dual Rear Wheels; see specifications in column for 160.8" Wheelbase F-350 Chassis Cab.

(3) With Dual Rear Wheels, the Rear Axle is the Full-Floating Dana 70, rated at 7400 Pounds with an Axle Ratio of 4.10:1 and having Springs rated at 7318 Pounds. Six 16.0" x 6.0" Wheels and six LT215/85R-16C Tires are also included.

(4) See page 7 of Axles/Frames/Suspension/Steering section for usage.

MODEL & SERIES	F-150 SUPERCAB		F-250 SUPERCAB, UNDER 8500 GVWR
WHEELBASE	138.8"	155.0"	155.0"
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Fuel Tank Capacity Gallons (Liters)	50 States 4.9L (300 CID) 1V I-6 Manual 3-Speed 3.26:1/1.00:1 10.0" 16.5 Gal. (62L) 19.0 Gal. (72L)		50 States 4.9L (300 CID) 1V I-6 Manual 3-Speed 3.26:1/1.00:1 10.0" 19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity Front Springs—Type —Rating Front Shock Absorbers Steering—Type —Ratio	Twin-I-Beam IFS 3400 lbs. Coil, Computer Selected 2500 lbs. @ Gd. Combined (Min.) 1" Power, Ford XR-50 17.0:1		Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 2720 lbs. @ Gd. Combined (Min.) 1" Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	Semi-Floating, Ford 3750 lbs. 3.08:1 Leaf, 2-Stage Variable Rate 3730 lbs. ⁽¹⁾ 1"		⁽²⁾ 5300 lbs. 3.54:1 Leaf, 2-Stage Variable Rate 5380 lbs. ⁽¹⁾ 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	11.65" dia. Single Piston Floating Caliper 11-1/32" x 2-1/4" Self-Adjusting Single Diaphragm 9.93" Foot Operated, Handle Release		12.56" dia. Dual Piston Floating Caliper 12" x 2-1/2" Self-Adjusting Single Diaphragm 9.93" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watts Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)		40 Amperes, 600 Watts Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)
FRAME: Type Section Modulus	Single Channel 36,000 psi Steel 3.35 cu. in. 3.79 cu. in.		Single Channel 36,000 psi Steel 4.78 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (if Standard)	5-Hole Disc, Five 15" x 6.0"JK Tubeless Steel-Belted Radial Ply BSW P235/75R-15XL Underframe, at Rear		8-Hole Disc, Four 16.0" x 6.0"K Tubeless Steel-Belted Radial Ply BSW LT235/85R-16D Optional

(1) Combined Rating (Minimum) at Ground.

(2) See page 7 of Axles/Frames/Suspension/Steering Section for usage.

MODEL & SERIES	F-250 HD SUPERCAB, OVER 8500 GVWR
WHEELBASE	155.0"
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Fuel Tank Capacity— Gallons (Liters)	50 States 4.9L (300 CID) 1V I-6 Manual 4-Speed 6.32:1/1.00 11.0" 19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity Front Springs—Type —Rating Front Shock Absorbers Steering—Type —Ratio	Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 2915 lbs. @ Gd. Combined (Min.) 1" Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	(1) 6250 lbs. 4.10:1 Leaf, 2-Stage Variable Rate 6313 lbs. @ Gd. (Combined) 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	12.56" dia. Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watts Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)
FRAME: Type Section Modulus	Single Channel, 36,00 psi Steel 4.78 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (if Standard)	8-Hole Disc, Four 16" x 6.0K Tubeless Steel Belted- Radial Ply BSW LT235/85R-16E Optional

(1) See page 7 of Axles/Frames/Suspension/Steering section for usage.

MODEL & SERIES	F-350 CREW CAB
WHEELBASE	168.4" SINGLE REAR WHEELS
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Fuel Tank Capacity— Gallons (Liters)	50 States 4.9L (300 CID) 1V I-6 Manual 4-Speed 6.32:1/1.00:1 11.0" 19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity Front Springs—Type —Rating Front Shock Absorbers Steering—Type —Ratio	Twin-I-Beam IFS 3900 lbs. Coil, Computer Selected 3215 lbs. @ Gd. Combined (Min.) 1" Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	(2) 6250 lbs. 4.10:1 Leaf, Single Stage Constant Rate 5853 lbs. ⁽¹⁾ (Optional)
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	12.56" dia. Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps	40 Amperes, 600 Watts Maintenance-Free 36 310
FRAME: Type Section Modulus	Single Channel—8 Crossmembers 36,00 psi Steel 4.94 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (if Standard)	8-Hole Disc, Six 16.0" x 6.0"K Truck Type, Tubeless Bias Radial Ply BSW LT235/85R-16E Optional

(1) Combined Rating (Minimum) at Ground

(2) See page 7 of Axles/Frames/Suspension/Steering section for usage.

PAYLOAD PACKAGE SELECTORS

F-SERIES 4x2

SERIES	WHEEL-BASE	PAY-LOAD PKG. NO.	MAXIMUM PAYLOAD RATING	GROSS VEHICLE WEIGHT RATING (GVWR)	MINIMUM REQUIRED EQUIPMENT In Addition To Payload Pkg. (At Extra Cost)
FLARESIDE PICKUP					
F-100	116.8"	1-STD	1430 lbs.	4700 lbs.	None
F-150	116.8"	1-STD	1830 lbs.	5250 lbs.	None
STYLESIDE PICKUP—UNDER 8500 lb. GVWR					
F-100	116.8"	1-STD	1460 lbs.	4700 lbs.	None
	133.0"	1-STD	1370 lbs.	4700 lbs.	None
F-150	116.8"	1-STD	1855 lbs.	5250 lbs.	None
	133.0"	1-STD	1940 lbs.	5450 lbs.	None
		2-OPT	2540 lbs.	6100 lbs.	P235/75R-15XL Tires
F-250	133.0"	1-STD	2605 lbs.	6300 lbs.	None
		2-OPT	3495 lbs.	7300 lbs.	LT235/85R-16D Tires
		3-OPT	3990 lbs.	7800 lbs.	LT235/85R-16D Tires
STYLESIDE PICKUP, SINGLE REAR WHEELS—OVER 8500 lbs. GVWR					
F-250 HD	133.0"	1-STD	4595 lbs.	8600 lbs.	None
F-350	133.0"	1-STD	4625 lbs.	8700 lbs.	None
STYLESIDE PICKUP, DUAL REAR WHEELS					
F-350	133.0"	1-STD	5630 lbs.	10,000 lbs.	None
SUPERCAB STYLESIDE PICKUP—UNDER 8500 lb. GVWR					
F-150	138.8"	1-STD	2295 lbs.	6050 lbs.	None
	155.0"	1-STD	2390 lbs.	6250 lbs.	None
F-250	155.0"	1-STD	3770 lbs.	7900 lbs.	None
SUPERCAB STYLESIDE PICKUP—OVER 8500 lb. GVWR					
F-250 HD	155.0"	1-STD	4520 lbs.	8800 lbs.	None
CREW CAB STYLESIDE PICKUP—OVER 8500 lb. GVWR					
F-350	168.4"	1-STD	4145 lbs.	8700 lbs.	None
		2-OPT	4610 lbs.	9200 lbs.	None
CHASSIS CAB MODELS—UNDER 8500 lb. GVWR					
F-250	133.0"	1-STD	3025 lbs.	6500 lbs.	None
		2-OPT	3795 lbs.	7300 lbs.	LT235/85R-16D Tires
CHASSIS CAB MODELS, SINGLE REAR WHEELS—OVER 8500 lb. GVWR					
F-250 HD	133.0"	1-STD	4970 lbs.	8600 lbs.	None
	136.8"	1-STD	4860 lbs.	8600 lbs.	None
	160.8"	1-STD	5130 lbs.	9000 lbs.	None
F-350	136.8"	1-STD	5105 lbs.	8900 lbs.	None
CHASSIS CAB MODELS, DUAL REAR WHEELS					
F-350	136.8"	1-STD	6085 lbs.	10,000 lbs.	None
		2-OPT	6960 lbs.	11,000 lbs.	LT215/85R-16C Tires
	160.8"	1-STD	5955 lbs.	10,000 lbs.	None
		2-OPT	6830 lbs.	11,000 lbs.	LT215/85R-16D Tires

STANDARD EQUIPMENT

STANDARD EQUIPMENT FEATURES

- Twin-I-Beam front suspension, exclusive to Ford pickups, offers the riding qualities of independent front suspension...and on F-100/150 features lubed-for-life ball joints (versus kingpins) and adjustable camber
- 3.8L V-6 is standard for F-100 in all areas except California and High Altitude. This engine features short-stroke design to minimize piston travel for smooth operation
- F-Series 4x2's 4.9L I-6 engine was engineered specifically for trucks, and engineered to produce excellent torque even at low engine speeds, for pulling power...and for the first time it is available with the automatic overdrive transmission on F-100/150 models
- Ford-pioneered double-wall construction is used in the cab and Styleside cargo boxes of Ford F-Series pickups
- 15-inch glass or steel-belted radial tires (F-100/150) or 16.0-steel-belted radial ply tires (F-250/350) are standard equipment
- Ford backs every 1983 F-Series light truck with a three-year no-cost limited corrosion perforation warranty
- With the wide and roomy eight-foot Styleside pickup box and cargo weight capacities that can exceed 5,000 pounds, F-Series pickups offer buyers the versatility to handle a wide range of cargo requirements

STANDARD COMFORT AND CONVENIENCE FEATURES

- Full-foam-on-spring standard seat gives comfortable support in both seat and back cushions. Seat control is located at front of cushion for ease of front-rear adjustment
- F-Series pickups provide nearly 41" of leg room for comfortable seating (Crew Cab rear leg room 38.1")
- The windshield wiper motor is located in the engine compartment
- AC and heater system design provides a high level of temperature control and air distribution. Blower motor is located in the engine compartment
- Rubber insulators between front spring pockets and coil springs, large diameter rear spring insulators and strategically located body-to-frame insulators (except Chassis Cab) help provide protection from road noise and vibration
- Glovebox door includes molded-in coin/token slots and cup depressions
- Door-panel-mounted armrests are standard on every F-Series model
- F-Series standard sound/thermal insulation, combined with double-panel construction including double-panel roof construction and standard mats and trim panels, provides a high level of isolation from noisy and hot/cold environment
- Instrument panel features "wrap-around" design with instruments and controls grouped for driver convenience
- Standard AM radio (delete option available)
- Standard day/night inside mirror
- Easily-removable tailgate on Styleside models allows easy loading of camper body
- Standard spare tire carrier on F-100/150 models is designed to provide easy access



F-100 Pickup With Optional XLS Trim, Knitted Vinyl Seat Trim

CAB FEATURES

GLASS

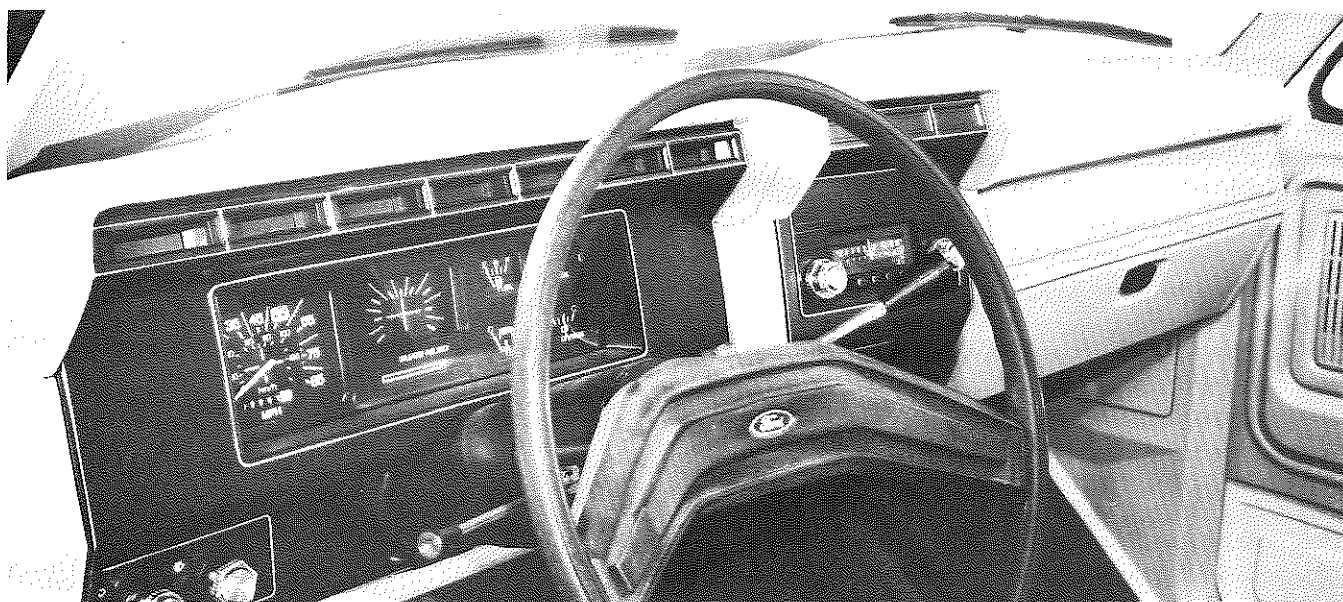
- **GLASS AREA** with Regular Cabs is 23.1 square feet, Super-Cabs have a glass area of 25.7 square feet and Crew Cab has 29.1 square feet of glass area

INSTRUMENT PANEL

- **FULL-WIDTH PAD** extends from brow forward to windshield, for finished appearance
- **WARNING AND INDICATOR LAMPS** are grouped above the instrument cluster ("Shift" with Fuel Saver Package and 4-speed manual overdrive transmission, "Fasten Seat Belts," Brake, Turn Signal, and High Beam indicators—plus "4x4" indicator on 4x4s)
- **INSTRUMENT CLUSTER** features international symbols (ISO) and includes oil and ammeter warning lamps, fuel and temperature gauges, windshield wiper controls and headlight control switches. The optional automatic transmission selector indicator is integrated with the instrument cluster.

The cluster is wrapped inward slightly at each end, to display the instruments and controls more conveniently to the driver

- **INTEGRAL STORAGE COMPARTMENT** in instrument cluster provides, for driver convenience, additional storage space at lower right side of steering wheel (replaced by diesel warning light cluster when 6.9L diesel is installed)
- **CENTER PANEL** includes trim nomenclature with optional trims, plus radio and heater controls and ashtray. (Cigarette lighter, optional with standard trim, mounts inside ashtray door)
- **FIVE COLORS** are used for instrument panel, coordinated to cab interior color. Finish panels on standard trim instrument panel are black meshweave texture, with bright surround, while optional trim levels feature woodtone surface (brushed aluminum w/XLS trim) with bright surround
- **GLOVEBOX** has a squeeze-type latch for positive closing, and molded twin cup depressions and a coin-holder slot in the inside door surface



Standard Instrument Panel With Optional Gauge Package

SEATS

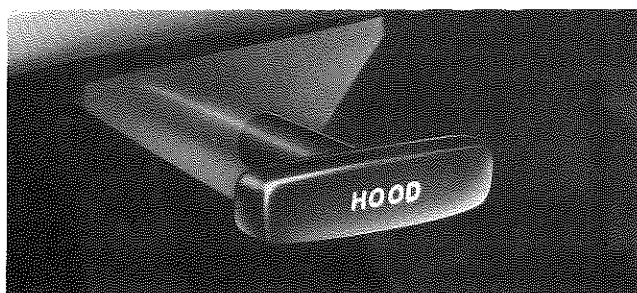
- **SEAT DESIGN** features a formed wire support overlaid with foam, providing comfortable support and reduced bulk in all Regular Cab and Crew Cab models. This seat provides approximately 4" of foam in the seat cushion and 4" in the seat-back for driver comfort

HEATER

- **THREE DEFROSTER OUTLETS** provide excellent windshield defrost coverage—LH, RH and Center
- **HEATER** features three blower motor speeds and settings for heat, defrost and fresh air ventilation. Blend-air design allows mixing of outside air for constant ventilation of cab

HOOD RELEASE

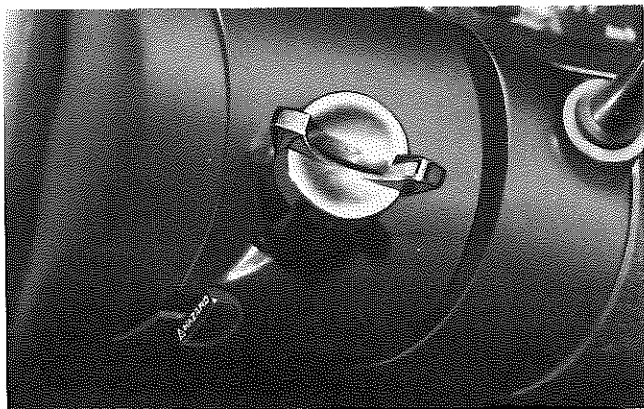
- F-Series pickups feature a convenient inside hood release, located under the driver's side end of the instrument panel. A locking hood release is included with the optional Security Lock Group



Inside Hood Release

ANTI-THEFT FEATURES

- Vent window handle is vertical in lock position
- Inside Hood Release
- Steering Column/Ignition Lock
- Visible (through windshield) Vehicle Identification Number for easier tracking and faster recovery of stolen vehicles

LOCKING STEERING COLUMN

Column-Mounted Locking Ignition Switch

- **IGNITION SWITCH** located on steering column, integrated with a steering column lock. Key must be turned to LOCK to remove
- **KEY CODES** are removed from ignition cylinder to help prevent unauthorized persons from making keys

TRIM FEATURES

1983 F-Series pickups include the following standard features:

- **"A" PILLAR MOLDINGS** color-keyed to interior
- **WINDSHIELD HEADER MOLDING** color-keyed to interior
- **SUPERCAB AND CREW CAB INTERIOR** fully trimmed above belt, with headliner, trim panels and garnish moldings, all color-keyed to interior
- **SUN VISORS** are color-keyed to interior and feature reinforced construction with bright rods. Color-keyed brackets attach the visors to the cab sheetmetal
- **DOOR TRIM PANELS** (front and rear, Crew Cab) feature standard armrests, fully padded. Trim panel construction is of durable polypropylene
- **COWL SIDE TRIM PANEL** incorporating a fresh-air vent (except with optional air conditioning) and operating handle, is color-keyed to truck interior

DOUBLE-WALL ROOF CONSTRUCTION

All F-Series pickups feature double-wall roof construction. SuperCab and Crew Cab models have high strength steel support members sandwiched between the inner and outer panels.

BODY FEATURES

F-150 4x2 With XLT Trim. Optional Auxiliary Fuel Tank, Chrome Step Bumper, Deluxe Tu-Tone, Bright Low-Mount Western Swing-Away Mirrors, Protection Group, Sliding Rear Window. White Sidewall Tires and Sport Wheel Covers

STYLING

1983 F-Series pickups provide:

- Roomy cab interior dimensions
- Full-function cargo box interior dimensions
- Rocker panel designed to reduce amount of area exposed to gravel and grit
- Aerodynamic design

1983 Ford pickups feature tough truck styling with such traditional Ford styling cues as:

- Grille design with light argent one-piece insert and distinctive Ford oval emblem
- Bodyside chamfer
- Rectangular halogen headlights with black headlight doors
- Flush-mounted side front marker lights
- FORD letters on tailgate
- Push-button type door handles for easy opening
- Dual bright mirrors
- Wraparound design taillights (Styleside models) eliminate the need for separate rear side marker lamps
- Availability of Regular Cab Styleside or Flareside SuperCab or Crew Cab Styleside designs—and Regular Cab Chassis Cab availability for second body installers

SUPERCAB "TWIN WINDOWS"

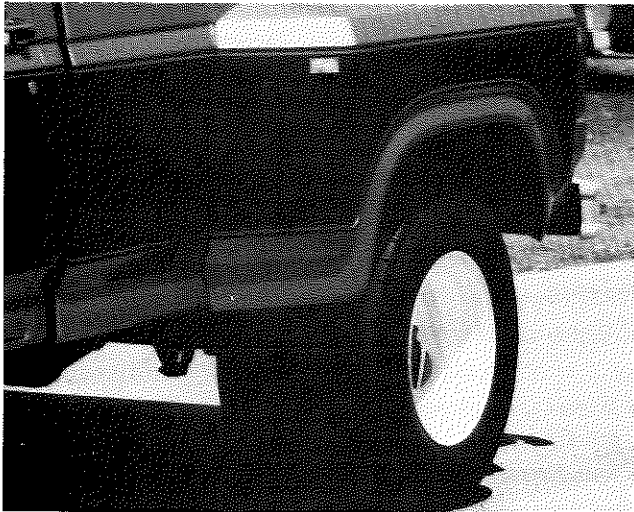
1983 SuperCab features a "Twin Window" styling for rear quarter windows. The one-piece modular insert is color-keyed to the body color for a clean, modern appearance.



SuperCab "Twin Window" Rear Quarter Window

FIBERGLASS REAR FENDERS**(Flareside and Styleside "Six Wheeler")**

All Flareside pickups and F-350 "Six Wheeler" Styleside pickups have corrosion-resistant fiberglass rear fenders. The fuel tank filler pipe on both models is covered by a flush-fit door for trim appearance.



Fiberglass Rear Fenders

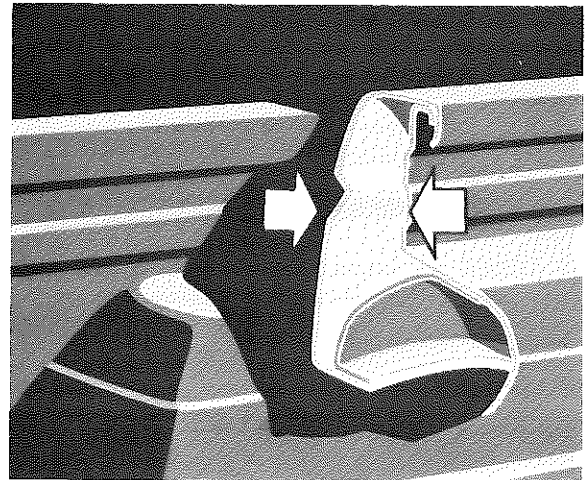


Styleside Pickup Box Interior

STYLESIDE PICKUP BOX

The 1983 Styleside Pickup Box continues to incorporate advanced production stamping techniques to eliminate separate wheelwells and certain corrosion-vulnerable joining seams. Other features include:

- Easy-to-clean rounded inside corners
- Double-wall box sides and tailgate, protects exterior from damage caused by shifting loads
- Extra-wide, 50.7" flat floor between wheelhoussings
- Welded all-steel box construction to help minimize corrosion and rattles
- Short wheelbase F-100/150 models have 6¾' nominal length pickup cargo boxes—all long wheelbase models have 8' nominal length pickup cargo boxes
- Rope tie holes in all corner stake pockets
- Pull-type tailgate handle permits one-hand operation
- Tailgate lowers to horizontal position, level with load floor, when open
- Support cables easily removed to allow tailgate to swing all the way down
- Tailgate is easily removed
- Integral load-floor skid strips make loading and unloading easy
- Underbody cross sills (6 with nominal 8' cargo box; 5 with nominal 6¾' cargo box) provide support for maximum loads and road shocks



Double-Wall Construction of Styleside Pickup Box



Easily Disconnected Support Cables and Special Hinges Provide for Easy Removal of Tailgate

FLARESIDE PICKUP BOX

The 6½' Flareside Pickup box is available on F-100/150 Regular Cab with 116.8" wheelbase with a choice of Standard, XL or XLS trims. This popular box features:

- Wide flareboards (top of cargo box sides) with 90° angle
- Steel side panels
- Rolled edges and welded steel corner posts for rigidity
- Built-in steel skid strips for easy loading and unloading
- Running boards between the cab and pickup box provide a step for easy access to front load area
- Fiberglass rear fenders provide corrosion protection, allow for covered fuel filler neck
- Four stake pockets



Flareside Pickup Box (Shown on F-100 With XLS Trim)

CHASSIS FEATURES

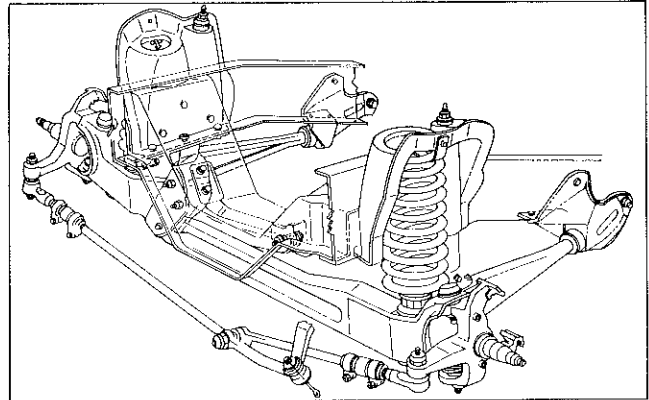
FRAMES

Ford Light Truck frames are of ladder-type construction, featuring heavy-gauge channel sidemembers with up to eight crossmembers as required to suit model selection and option usage. Crossmembers are either of "hat" section or "C" section construction. Midspan crossmembers employ "alligator-jaw" gussets for added frame strength. A forward, mounted reinforcement is welded to the LH siderail for steering gear mounting.

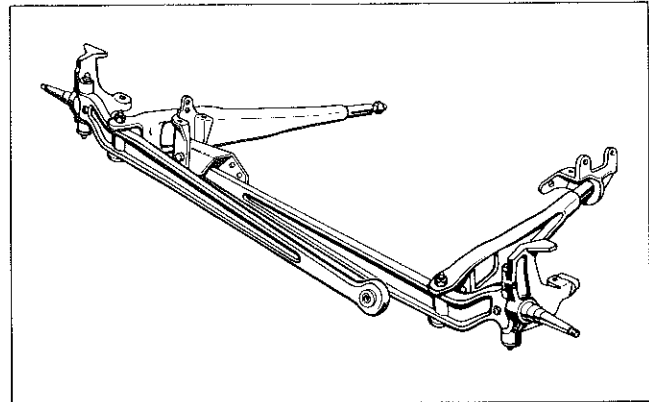
The frame sidemember contour lowers in the mid-span area (under the cab) to lower the body silhouette and cab step height. Sidemember "kickup" over the rear axle is nested between the cargo box floor cross sills to allow a low loading height.

NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

FRONT SUSPENSION



F-100/150 Twin-I-Beam Independent Front Suspension With Lubed-For-Life Ball Joints, Adjustable Camber



F-250/350 Twin-I-Beam Independent Front Suspension (With Kingpins and Forged Steel I-Beam Axles)

Twin-I-Beam Independent Front Suspension, a Ford exclusive, is standard on all 1983 F-100-350 pickups.

- Separate, pivoted I-Beam axles for each front wheel, provide independent wheel action
- Large (4" ID) front coil springs are computer-selected to match load-carrying capability with maximum ride characteristics. Rubber isolators between springs and spring seats provide reduced transmission of road vibration to driver and passengers
- Husky radius arms provide control of axle fore-and-aft movement
- Lubed-for-life ball joints reduce scheduled maintenance requirements (F-100/150)
- Adjustable camber for special loading applications (F-100/150)

HEAVY-DUTY SPRINGS are available if additional equipment or weight is to be added to the vehicle at a later date, or if it will frequently be used off the road.

NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

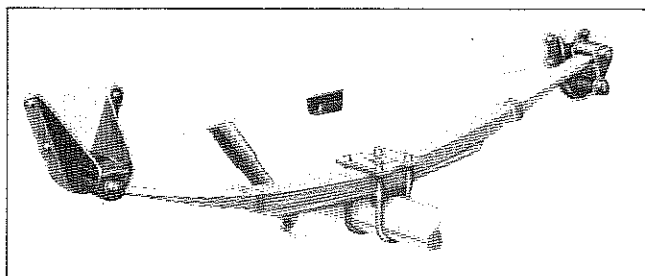
STEERING

The F-Series steering gear is mounted inboard of the left front frame for ease of serviceability.

Ford's power steering, standard on all F-250 HD and all F-350 and SuperCab models, is especially useful when the truck is moving slowly or is in tight maneuvering and parking situations. Power steering is also optionally available on other F-Series 4x2 models.

NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

REAR SUSPENSION AND AXLES



Two-Stage Variable Rate Rear Spring

TWO-STAGE REAR LEAF SPRINGS are standard on all Ford F-Series pickups, providing added spring support as load is increased.

- Long upper leaves have low deflection rate, providing "soft" ride when loading is light
- Shorter, stiffer lower leaves are contracted as load is increased

Computer Selection of F-100/150 rear springs allows matching of Payload/GVW rating for optimum performance under load. In addition, the computer selects the springs based on a model "road reaction," and for the best ride height, resulting in a pleasing vehicle attitude whether empty or fully loaded.

SEMI-FLOATING REAR AXLE includes a single, permanently lubricated outer bearing per wheel attached to the axle shaft. This bearing transfers part of the vehicle load and side thrust forces to the shaft.

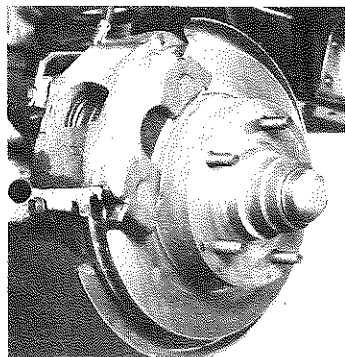
FULL-FLOATING REAR AXLE includes a pair of tapered roller bearings to support the wheel hub on the end of the axle housing. These bearings transfer the vehicle weight to the housing rather than to the axle shaft.

Optional Traction-Lok or Limited Slip differentials are available for all F-Series pickups. They direct power to both wheels, helping to reduce wheel spinning and loss of traction for extra go-power in soft terrain, mud or snow, or for improved traction on ice or other slippery road surfaces.

NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

BRAKES

- Ford-designed single-piston floating-caliper disc brakes are standard on front wheels of all F-100 through F-250 models up to 6900 lbs. GVWR
- Heavy-duty dual-piston floating rail slider disc brakes are standard on F-250 models above 6900 lbs. GVWR and on all F-350 models



Single Piston Floating Caliper
Front Disc Brake

- Power brakes standard on all models (manual brake option available on F-100 with Payload Package No. 1)
- Rear drum brakes are standard on all F-Series pickups, with brake shoe width and effective braking area increasing as demand increases

F-Series brakes are self-adjusting, front and rear, for reduced brake service. All brake systems are dual-hydraulic, with split front/rear systems, operating from a dual-chamber master cylinder. In the event of a front or rear failure, the other half of the system is still functional.

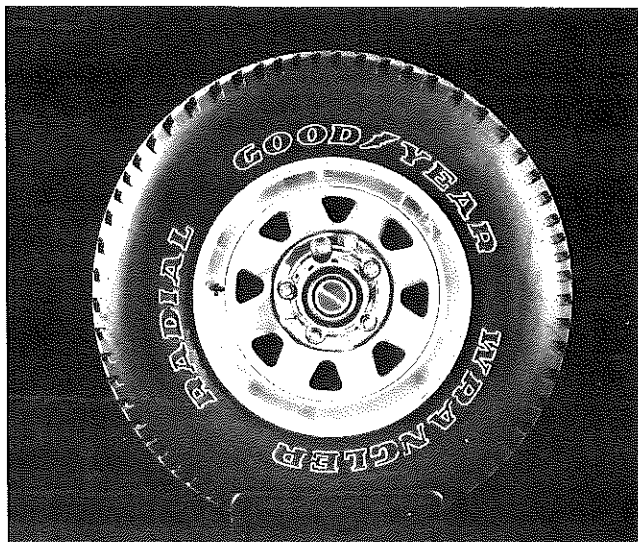
The parking brake for F-Series pickups is the foot-operated type, mounted under the left side of the instrument panel. The pedal operates the rear drum brake system through a system of cables. A parking brake release is located above the parking brake pedal.

NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

REAR DRUM AND SHOE SIZE

F-100/150	11 ¹ / ₃₂ " x 2 ¹ / ₄ "
F-250 under 8500 lbs. GVWR	12" x 2 ¹ / ₂ "
F-250 HD and F-350	12" x 3"

TIRES

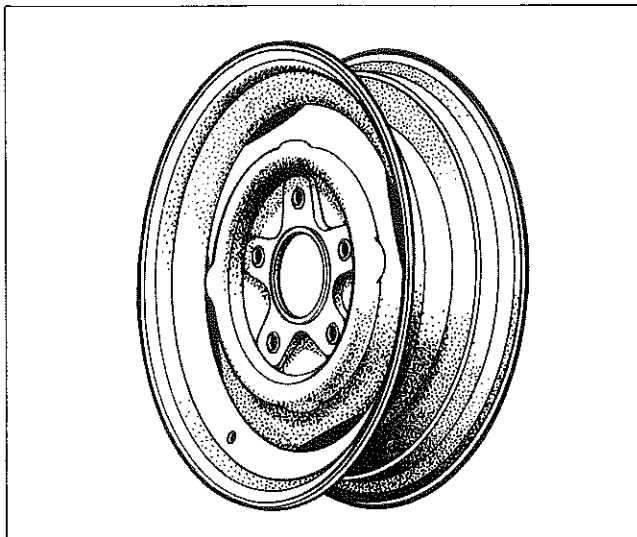


P-Metric Raised White Letter Steel-Belted Radial Tire on Deluxe Argent Styled Steel Wheel

Ford light trucks use both P-metric radial ply tires and truck-type LT metric radial ply tires.

- P-metric fiberglass-belted radials are standard equipment on all F-100 and F-150 Regular Cab models
- P-metric steel-belted radials are standard equipment on F-150 SuperCab models and LT metric steel-belted radial ply tires are standard on F-250/350 models. Radial construction increases tire life and provides reduced rolling resistance

WHEELS

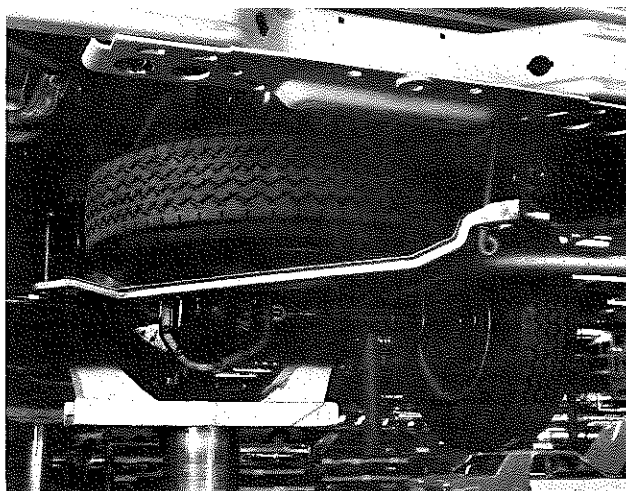


Standard Disc-Type Stamped Steel Wheel

Standard equipment wheels for all F-Series vehicles are disc-type stamped steel. (Wheel information provided is for base GVWR vehicles with standard equipment.)

- Attaching nuts are beveled type, for positive centering of wheel on hub. F-100/150 models use five nuts, while F-250/350 models require eight
- 15-inch wheels are used on F-100/150 models, with rim widths of 5.5 and 6.0 inches
- 16.0-inch wheels are used on F-250/350 single rear wheel models, with a rim width of 6.0 inches
- 16.0 x 6.0 inch dual rear wheels used on "Six Wheeler" version of F-350 Styleside are mounted face-to-face, and the dished design provides automatic minimum dual spacing
- Recommended tire/wheel combinations have been selected to match Gross Axle Weight Ratings (GAWR) of the specific vehicles

SPARE WHEEL CARRIER



Underframe Spare Tire and Wheel Carrier at Rear of Truck (Std. on F-100/150)

An underframe spare tire carrier is standard on all F-100/150 models.

- Easy-to-reach spare tire carrier is only 12.5" inward from rear bumper location
- Jack handle is used to disengage eye-bolt, reducing effort required and allowing tire to be more easily swung from underframe
- Anti-theft carrier retention bolt is located at left-hand end of carrier, while eye-bolt provides attachment of locking option

F-SERIES 4x2

BUMPERS:

- GRILLE, One-Piece Insert:**

- LIGHTS:**

- MIRRORS, Door-Mounted, LH & RH:**

- MOLDINGS:**

- ORNAMENTATION:**

- WHEELS:**

- | TRIM LEVELS | | | |
|------------------|------------------|----------------------|----------------------|
| Standard | XL | XLT | XLS |
| X | X | X | X |
| X | X | X | X |
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STANDARD TRIM & EQUIPMENT SUMMARY cont'd

F-SERIES 4x2

INTERIOR

ARM RESTS, Door Trim Panels, Fully Padded

ASHTRAY, Instrument Panel

...with Ashtray Light

...Lower "B" Pillar Mounted Ashtray (Crew Cab only)

COAT HOOK, RH Side

CIGARETTE LIGHTER

COWL SIDE TRIM PANELS, Color-Keyed, with Fresh Air Vents

DOOR TRIM PANELS, Color-Keyed Vinyl with Speaker Grille (Speaker Grille Front Door only with Crew Cab)

...includes Bright Trim (Front Door only with Crew Cab)

...includes Woodtone Applique and Storage Bin

FLOOR COVERING:

—Black Rubber with Carpet Grain Texture (ahead of seat on Regular Cab; 2-piece full length on SuperCab and Crew Cab)

—Color-Keyed Mat (ahead of seat on Regular Cab; 2-piece full length on SuperCab)

—Color-Keyed Carpet, Full Length of Cab

HEADLINER, Color-Keyed Cloth

—Regular Cab

—SuperCab

—Crew Cab

INSTRUMENT PANEL, Color-Keyed, with Full-Width Pad and Glove Box:

—with Black Trim Panels

—with Bright Moldings and Woodtone Trim Panels

—with Bright Moldings and Brushed Aluminum Trim Panels

LIGHTS:

—Dome Lamp

—Courtesy Light Switch, RH Door

MIRROR, Windshield-Mounted 9 $\frac{5}{8}$ " Day/Night Type (Not Included with Chassis Cab Models)

MOLDINGS, Trim Panels, Color-Keyed:

—Windshield Pillar Moldings

—Windshield Header Molding

—Door Upper Moldings

—Regular Cab

—SuperCab

—Crew Cab

—"B" Pillar Trim Panels, Full-Length and Rear Window Moldings

—Regular Cab

—SuperCab (incl. Moldings in Twin Windows & Rear Covers of Cab)

—Crew Cab "B" & "C" Trim Panels

—Lower Trim Panels (Includes Rear Quarter Panels) (SuperCab)

RADIO, AM—Five Push Button

SEAT, Bench type, with Folding Back, Regular Cab (Split Folding Back with SuperCab), Color-Keyed

—All Vinyl with Black Seat Belts

—Cloth and Vinyl with Color-Keyed Seat Belts

SEATS (CREW CAB), Front Bench with Fixed Back, Rear Bench with Folding Back

—All Vinyl with Black Seat Belts

—Cloth-and-Vinyl with Black Seat Belts

SCUFF PLATES, Door

—Black (Regular Cab)

—Aluminum (Regular Cab)

—Aluminum (SuperCab)

STEERING COLUMN, Black, Locking

STEERING WHEEL:

—Black, Two Spoke

—Black with Woodtone Horn Pad Trim

—Black with Brushed Aluminum Horn Pad Trim

SUN VISORS, Color-Keyed

	TRIM LEVELS			
	Standard	XL	XLT	XLS
ARM RESTS, Door Trim Panels, Fully Padded	X	X	X	X
ASHTRAY, Instrument Panel	X	X	X	X
...with Ashtray Light		X	X	X
...Lower "B" Pillar Mounted Ashtray (Crew Cab only)	X	X		
COAT HOOK, RH Side	X	X	X	X
CIGARETTE LIGHTER		X	X	X
COWL SIDE TRIM PANELS, Color-Keyed, with Fresh Air Vents	X	X	X	X
DOOR TRIM PANELS, Color-Keyed Vinyl with Speaker Grille (Speaker Grille Front Door only with Crew Cab)	X	X	X	X
...includes Bright Trim (Front Door only with Crew Cab)		X	X	X
...includes Woodtone Applique and Storage Bin			X	
FLOOR COVERING:				
—Black Rubber with Carpet Grain Texture (ahead of seat on Regular Cab; 2-piece full length on SuperCab and Crew Cab)	X			
—Color-Keyed Mat (ahead of seat on Regular Cab; 2-piece full length on SuperCab)		X		
—Color-Keyed Carpet, Full Length of Cab			X	X
HEADLINER, Color-Keyed Cloth				
—Regular Cab		X	X	X
—SuperCab	X	X	X	
—Crew Cab	X	X		
INSTRUMENT PANEL, Color-Keyed, with Full-Width Pad and Glove Box:				
—with Black Trim Panels	X			
—with Bright Moldings and Woodtone Trim Panels		X	X	
—with Bright Moldings and Brushed Aluminum Trim Panels				X
LIGHTS:				
—Dome Lamp	X	X	X	X
—Courtesy Light Switch, RH Door		X	X	X
MIRROR, Windshield-Mounted 9 $\frac{5}{8}$ " Day/Night Type (Not Included with Chassis Cab Models)	X	X	X	X
MOLDINGS, Trim Panels, Color-Keyed:				
—Windshield Pillar Moldings	X	X	X	X
—Windshield Header Molding	X	X	X	X
—Door Upper Moldings				
—Regular Cab		X	X	X
—SuperCab	X	X	X	
—Crew Cab	X	X		
—"B" Pillar Trim Panels, Full-Length and Rear Window Moldings				
—Regular Cab		X	X	X
—SuperCab (incl. Moldings in Twin Windows & Rear Covers of Cab)	X	X	X	
—Crew Cab "B" & "C" Trim Panels	X	X		
—Lower Trim Panels (Includes Rear Quarter Panels) (SuperCab)			X	
RADIO, AM—Five Push Button	X	X	X	X
SEAT, Bench type, with Folding Back, Regular Cab (Split Folding Back with SuperCab), Color-Keyed	X			
—All Vinyl with Black Seat Belts		X	X	X
—Cloth and Vinyl with Color-Keyed Seat Belts				
SEATS (CREW CAB), Front Bench with Fixed Back, Rear Bench with Folding Back	X			
—All Vinyl with Black Seat Belts		X		
—Cloth-and-Vinyl with Black Seat Belts				
SCUFF PLATES, Door				
—Black (Regular Cab)	X			
—Aluminum (Regular Cab)		X	X	X
—Aluminum (SuperCab)	X	X	X	
STEERING COLUMN, Black, Locking	X	X	X	X
STEERING WHEEL:				
—Black, Two Spoke	X	X		
—Black with Woodtone Horn Pad Trim			X	
—Black with Brushed Aluminum Horn Pad Trim				X
SUN VISORS, Color-Keyed	X	X	X	X

STANDARD EQUIPMENT

OPTIONAL EQUIPMENT

F-SERIES 4x2

For complete option descriptions and illustrations of major options, refer to the Options Section.

AXLE, REAR

- 3750 lbs. Traction-Lok
- 4050 lbs. Traction-Lok on Regular Cab Styleside with Payload Pkg. #1 only
- 5300 lbs. Limited Slip Available on models under 8500 lbs. GVWR except Regular Cab Styleside with Payload Pkg. #1
- 6250 lbs. Limited Slip (Single Rear Wheels only) Available on HD models over 8500 lbs. GVWR only
- 7400 lbs. Limited Slip (Dual Rear Wheels only)
- Optional Ratios

AIR CONDITIONING, dash-mounted integral w/heater (has 4 adjustable instrument panel vents for high level ventilation). Req. power steering. Incl. HD alternator, 45-amp. hr. battery with gas engines (63-amp. hr. w/7.5L 4V V-8) and AC Cooling. NA w/High Output Heater, F-250 133" wb Chassis Cab under 8500 lbs. GVWR, or F-100 FS. NOTE: Tinted Glass recommended; HD Shock Absorbers recommended on HD models over 8500 lbs. GVWR w/V-8 engine

ALTERNATOR, HD

- Incl. w/Trailer Tow, or AC w/3.8L V-6 or V-8 (70 amp-Incl. w/4.9L I-6 w/AC)
- Incl. w/6.9L V-8 Diesel w/o AC, Trailer Tow/Camper Pkg., and HD models over 8500 lbs. GVWR w/AC and gas engines. Also included on models under 8500 lbs. GVWR w/AC and 4.9L I-6 w/manual trans. or V-8 (70 amp incl. under 8500 lbs. GVWR w/AC and 4.9L I-6 w/auto. trans. or 6.9L Diesel w/AC)

BATTERIES

- HD, 63-amp. hr. Maintenance-Free (in lieu of standard battery)
 • Incl. w/Trailer Tow/Camper Pkg., Auxiliary 81-amp. hr. battery and 7.5L V-8 w/Auto. Trans. or AC. Not available w/6.9L V-8 Diesel
 —Auxiliary, 81-amp. hr. (Incl. 63-amp. hr. base battery and dual charging circuit). NA w/Tool Storage Box or 3.8L V-6 or 6.9L V-8 Diesel

BRAKES, MANUAL, included with F-100 FS. Not available with Speed Control on Tilt Steering Wheel

BUMPERS

- Rear
 - Channel, Chrome Steel (Avail. Flareside only), NA w/XLS trim.
 - Contour, Chrome (Avail. Single Rear Wheel Styleside only). NA w/XLS trim or F-100 FS.
- Step
 - Argent w/Styleside only. NA w/XLS trim or F-100 FS
 - Chrome w/black rub strip (single rear wheel Styleside only). Recommended w/Protection Pkg. NA w/XLS trim or F-100 FS

CIGARETTE LIGHTER (Standard trim only), integral w/ashtray, includes Ashtray Light.

CLEARANCE LIGHTS, ROOF, 5 clearance & ID lights (amber) mounted on cab roof (std. w/F-350 Dual Rear Wheel models)

CLOCK, ELECTRONIC DIGITAL, shows Date, Time and Elapsed Time (Requires any radio. NA w/ Radio Credit Option).....

CONSOLE (For SuperCab/Opt. Captain's Chairs only), molded color-keyed plastic mounted between Capt. Chairs w/2 depressions for beverage containers & large opening top w/lock

DOOR LOCKS, POWER, not available with Crew Cab.....

ENGINE (Requires California Emission System with gas engines for California registration). All F-100/150/250 engines on models under 8500 lbs. GVWR require unleaded fuel; F-250 HD over 8500 lbs. GVWR and F-350 gas engines can use unleaded or leaded fuel. The 6.9L V-8 Diesel requires diesel fuel.

- 4.9L I-6 (Required in Calif. & High Altitude).....
- 5.0L V-8—Available on models under 8500 lbs. GVWR only.....
- 5.8L V-8—Includes 11" clutch w/manual trans.....
- 7.5L V-8—Available on HD models over 8500 lbs. GVWR only. Requires optional Gauge Package. Includes 11 $\frac{5}{8}$ " clutch, HD shock absorbers, and 45-amp. hr. battery w/manual trans. Also includes electric fuel pump on non-High Altitude units w/auto. trans. NA with Crew Cab or Extra Cooling Pkg.....
- 6.9L V-8 Diesel—Available on HD models over 8500 lbs. GVWR. Includes in-line fuel heater, 11 $\frac{5}{8}$ " clutch, HD shock absorbers, 60-amp. alternator, dual 83 amp.-hr. batteries, single element-1000 watt engine block heater, high output heater, 5849 lb. combined rating at ground rear springs, internal engine oil cooler, 75L (20 gal.) standard fuel tank capacity and reduced exterior sound package. Also includes Deluxe Insulation Package interior parts, Sound Insulation Package, woodgrain I/P trim panels and warning light cluster and Diesel plaques mounted on front fenders and tailgate. Requires optional Gauge Package. Not available with Crew Cab, 63 A.H. or 81 A.H. Auxiliary Battery, extra cooling, Sports Instrumentation Package, Dual Horns or Tool Storage Box.....

F-100	F-150	F-250	F-350
A	A	—	—
—	—	A	—
—	—	A	A
—	—	—	A
A	A	A	A
A	A	A	A
A	A	—	—
A	A	—	—
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
—	A	A	A
A	A	A	A
A	—	—	—
A	A	A	—
—	A	A	A
—	—	A	A
—	—	A	A

A—Available

ENGINE EQUIPMENT

- Air Cleaner, HD (Extra Capacity), NA w/3.8L V-6
- Cooling Package, Extra included w/Trailer Tow/Camper Pkg. w/gas engines. NA with AC, 6.9L V-8 Diesel or 7.5L V-8
- Cooling Package, Super
- Engine Block Heater, Single w/6 cyl. and 5.0L V-8—Dual w/other gas V-8 engines (600 watt each, 110 volt). NA w/6.9L V-8 Diesel
- Exhaust System, Reduced Exterior Sound (incl. w/6.9L V-8 Diesel & F-350 w/Payload Pkg. 2)
- Gauges, Ammeter & Oil Pressure. Required w/7.5L V-8 and 6.9L V-8 Diesel. Incl. w/Trailer Tow/Camper Pkg. and Sports Inst. Pkg.
- Oil Cooler, available w/7.5L V-8 only. Includes electric fuel pump w/man. trans. Included w/Trailer Tow/Camper Pkg. (Delayed Availability)
- Sports Instrumentation. Incl. Tachometer, Ammeter, Oil Pressure Gauge and Trip Odometer. NA w/6.9L V-8 Diesel or F-100 FS

EMISSION SYSTEM, CALIFORNIA (Req. for California registration w/gas engines). Incl. engine and fuel evaporative emissions control

EMISSION SYSTEM, SPECIAL HIGH ALTITUDE PERFORMANCE PACKAGE (Required in High Altitude Areas on models under 8500 lbs. GVWR or models over 8500 lbs. GVWR w/7.5L V-8 or 6.9L Diesel). Available on non-High Altitude units w/7.5L V-8 & man. trans. Includes electric fuel pump w/7.5L V-8.

FUEL TANKS

- Aux. Aft-of-Axle in Addition to Std. Midship, 19 gal. (72 Liter) Refill Cap. (NA Flareside, DRW Styleside or F-100/150 w/H.D. Rear Springs; incl. in-box spare tire carrier w/F-100/150 Styleside w/set of 5 Styled Steel Wheels)
- Aux. Midship in Addition to Std. Aft-of-Axle 19 gal. (72 Liter) Refill Cap. (DRW Styleside)
- NOTE: An auxiliary tank is available on all F-Series models as shown above and includes an electric selector valve, switching both fuel supply and fuel gauge.
- Midship, 20 gal. (75 Liter) Refill Cap. tank in lieu of Standard Midship tank. Mounted outside of frame rail on R.H. side. Available w/DRW Chassis Cab models only. NA w/Aux. Aft-of-Axle tank.
- NOTE: Not to be used with skirted bodies except for wrecker body applications. Appropriate for vehicles to be equipped with flatbeds, stakes, rollaways, dumps and all other vocational applications utilizing unskirted bodies.

GLASS, TINTED, complete. (Recommended w/AC)

GRILLE. CHROME. NA w/XLS trim.

HEATER—High Output. Included w/6.9L Diesel and Crew Cab (NA w/AC). Incl. 8" x 7.3" heater core

HORNS, DUAL ELECTRIC—NA w/6.9L V-8 Diesel.

MAXIMUM FRONT GAWR, available on HD models over 8500 lbs. GVWR only. Includes Maximum Rated Front Springs and HD Shock Absorbers. NA w/Handling Pkg. or if computer-selected standard springs reach maximum level. NOTE: Recommended only on vehicles which will permanently utilize after-market equipment such as heavy-duty winches, brush guards or other apparatus which loads the front axle to the specified gross axle weight rating (GAWR).

MIRRORS

- Electric Remote-Control Swing Away, 7 $\frac{1}{2}$ " x 5 $\frac{1}{2}$ ". NA w/Trailer Tow/Camper Package, XLS Trim, F-100 FS, Chassis Cab over 8500 lbs. GVWR, F-350 DRW Styleside w/Payload Pkg. No. 2 or Crew Cab
- Bright Western Low-Mount Swing Away, O/S, 8" x 5". NA w/Trailer Tow/Camper Pkg., F-350 Chassis Cab w/Payload Pkg. No. 2, XLS trim or F-100 FS
- Bright Recreational Swing-Out, O/S, 9 $\frac{1}{2}$ " x 6 $\frac{3}{4}$ ". Included w/F-350 Chassis Cab w/Payload Pkg. No. 2 and Trailer Tow Camper Pkg. NA w/XLS or F-100 FS
- Mirror Not Included—Deletes O/S Rear-View Mirrors on F-250 HD and F-350 Chassis Cab models

MOLDINGS

- Lower Bodyside Protection—Bright w/black vinyl insert, runs full-length and kicks-up over wheel openings. Available w/single rear wheel Styleside only w/Standard or XL trim. Included w/XLT trim or Deluxe/Combination/Victoria Tu-Tones. NA w/Crew Cab when ordered w/XLT trim. NA w/Wheelip Moldings, XLS trim or Tri-Color Tape.
- Wheelip—Bright, available w/single rear wheel Styleside w/standard or XL trim only. NA on Standard or XL trim w/lower bodyside protection molding or Deluxe/Combination/Victoria Tu-Tones. NA w/XLT or XLS trim.

PACKAGES/GROUPS

- Explorer Package available (4x2 & 4x4 models). There are two Appearance Packages (Packages A & B) and one package of functional options (Package C), NA w/Crew Cab.
- Convenience Package—incl. interval wipers, headlights-on warning buzzer, vanity mirror and door-mounted storage bins (door mounted storage bins Std. on XLT). Also RH courtesy light switch & 12" inside day/night rearview mirror w/Standard trim.

F-100	F-150	F-250	F-350
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
—	—	A	A
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
—	—	—	A
—	—	—	A
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A
—	—	A	A
A	A	A	A
A	A	A	A
A	A	A	A
—	—	A	A
A	A	A	A
A	A	A	A
A	A	A	A
A	A	A	A

A—Available

	F-100	F-150	F-250	F-350
—Handling Package—incl. front & rear stabilizer bars, HD front and rear shocks and HD front springs (incl. w/Trailer Tow/Camper Pkg.). NA w/Max. Front GAWR pkg. or 3.8L V-6.	A	A	A	A
—Light Group—incl. these lights: Cargo box, glove box, ashtray, underhood, under instrument panel courtesy, and dual beam dome map light. Also incl. headlights-on warning buzzer and, w/Standard trim, RH courtesy light switch.	A	A	A	A
—Protection Group—incl. bright door edge guards, front bumper guards and black front bumper rub strip (NA w/XLS trim).	A	A	A	A
—Lock Group, Security—incl. locking gas cap(s), glove box lock, locking inside hood release, and spare tire lock (w/underframe carrier or Inside Box Mtd. Carrier). Underframe spare tire lock deleted on F-100/150 with auxiliary aft-of-axle fuel tank.	A	A	A	A
—Insulation Package, Deluxe—Includes headliner, trim moldings, black full-length floor mat and aluminum scuff plates on Regular Cab w/Standard trim. Also includes covered lower back panel w/all Regular Cab and Crew Cab trims and Standard and XL SuperCab. Included w/SuperCab w/XLT trim or optional rear seat. NA w/6.9L V-8 diesel.	A	A	A	A
—F-100 FS (Fuel Saver) Package—Avail. 49 States only on 116.8" wheelbase Styleside pickup. Incl. 4.9L I-6 engine, w/unique calibration, 3-speed manual or 4-speed manual overdrive transmission, 2.47:1 axle ratio, front spoiler, secondary door seals, shift indicator light, Manual Brakes, In-Box Spare Tire Carrier w/P195/80D-15 Limited Service spare and Bright Hub Caps (NA w/air conditioning, P235/75R-15XL tires, XLS trim, optional mirrors, power steering, tilt steering wheel, speed control, power brakes, trailer towing/camper pkg., rear bumper or Sports Instrument Pkg.).	A	—	—	—
—Trailer Towing Package.	A	A	—	—
—Trailer Towing/Camper Package.	—	—	A	A
PAINT, GLOW COLOR	A	A	A	A
PAINT/TAPE STRIPES				
—Regular Tu-Tone, NA w/Crew Cab.	A	A	A	A
—Deluxe Tu-Tone.	A	A	A	A
—Combination Tu-Tone (combination of Regular and Deluxe Tu-Tones), NA w/Crew Cab.	A	A	A	A
—Victoria Tu-Tone—Avail. single rear wheel Styleside Pickups only, NA w/Crew Cab.	A	A	A	A
—Accent Tape Stripe—Wide stripe fills lower portion of bodyside chamfer between the front side marker lamp and taillamp. Narrow stripe runs under the chamfer from the front edge of the side marker lamp to the taillamp. Avail. w/single rear wheel Styleside only. NA w/Deluxe or Combination Tu-Tone, XLS trim or Tri-Color Tape Stripes, NA w/Crew Cab.	A	A	A	A
—Tri-Color Tape—Upper section runs above the chamfer from the front edge of the side marker lamp to "B" pillar, up the "B" pillar and over the roof. Lower section also begins at the front edge of the side marker lamp and runs full length below the chamfer. Available w/Regular Cab single rear wheel Styleside only. Deletes XLT bodyside moldings, less wheel lips w/optional trim. NA w/Tu-Tone paint, Lower Bodyside Protection Moldings, XLS trim, or Accent Tape Stripe.	A	A	A	A
RADIOS/SPEAKERS —incl. fender-mounted flexible antenna. All radios have "T" Traveler's Advisory indicator.				
—AM Radio Credit—Incl. Instrument Panel center pod trim panel w/o radio opening. NA w/Digital clock or XLS trim.	A	A	A	A
—AM/FM Monaural.	A	A	A	A
NOTE: Monaural radios are push-button type w/single instrument panel mounted speaker.				
—AM/FM Stereo.	A	A	A	A
—AM/FM Stereo w/Cassette Tape Player.	A	A	A	A
NOTE: All stereo radios are push-button type w/dual door mounted speakers.				
SEAT TRIM (See Color Selections Section for color combinations)				
—HD Black Vinyl w/black seat belts, Regular Cabs w/Standard trim only (avail. w/any color exterior).	A	A	A	A
—Knitted vinyl, color-keyed (XLT sew style for all trim levels).	A	A	A	A
—Cloth and vinyl, color-keyed, w/Standard trim only (XLT Sew Style).	A	A	A	A
—Special Cloth and vinyl, color-keyed, no-cost option for Regular Cab w/XLT trim.	A	A	A	A
SEATS, CAPTAIN'S CHAIRS (SuperCab only), Driver & Pass., color-keyed w/cloth front bolsters & inserts and black pedestal (seat back tilts forward & reclines). Incl. color-keyed seat belts (NA w/Center Facing Jump Seats).	—	A	A	A
SEATS, REAR (SuperCabs only)				
—Two Center Facing Jump Seats, color-keyed, incl. movable back, swing down leg & black lap belts. Seat folds up & is held against rubber bumper on cab wall by retainer strap. Incl. lower rear quarter & lower rear trim panels w/Standard and Opt. XL trims. (NA w/Captain's Chairs or Forward Facing Seat).	—	A	A	A
—Forward Facing Seat, patterned vinyl w/vertical pleats, ½" filler pads. Color-keyed seat can be folded down to form flat floor area. Handle at base of seat to flip seat into floor. Includes 3 sets of black belts, incl. lower rear quarter & lower rear trim panels w/Standard and Opt. XL trims. (NA w/Center Facing Jump Seats).	—	A	A	A

A—Available

SHOCK ABSORBERS, HD Front & Rear (incl. w/Maximum Front GAWR option, Handling Pkg. & 6.9L V-8 Diesel or 7.5L V-8 engines). Recommended with F-250 HD/350 w/5.8L V-8 and Air Conditioning. NA w/3.8L 2V V-6

SPARE TIRE CARRIER

—LH in box side mounted, w/single rear wheel Styleside only (incl. w/F-100 FS or on F-100/150 when combination of Aux. Aft-of-axle fuel tank and set of 5 Styled Steel Wheels is ordered). Requires spare tire and wheel w/F-250/350 models.

SPARE TIRE & WHEEL, incl. Underframe Carrier (Carrier not included w/Aux. Fuel tank w/136.8" & 160.8" wb Chassis Cab). Also incl. 2 ton mech. jack, handle & wheel nut wrench

SPARE WHEEL ONLY, incl. Underframe Carrier (Carrier not included w/Aux. Fuel Tank w/136.8" & 160.8" wb Chassis Cab)

SPEED CONTROL, integral w/unique 15" steering wheel w/woodtone horn pad. Incl. "Resume" Feature. Req. power steering. NA w/Power Brakes Delete option or F-100 FS

SPRINGS

—Front, HD—Incl. w/Handling Pkg. (NA w/Max. Front GAWR-Pkg. or if max. springs are computer selected as standard equipment)

—Rear, HD (NA w/3.8L V-6, or F-100/150 w/Aux. Fuel Tank, or if max. springs are computer selected as standard equipment)

—Rear, HD—Rating on order form (NA w/136.8" and 160.8" Chassis Cab or Crew Cab)

—Rear, Aux.

STABILIZER BARS, Front & Rear (Incl. w/Handling Pkg.)

STEERING, POWER, available on all F-100/150 Regular Cab models, and F-250 Regular Cab under 8500 lbs. GVWR (Req. w/Speed Control, air conditioning or tilt steering wheel). Incl. 15" steering wheel. NA w/F-100 FS

STEERING, MANUAL (Deletes Standard Power Steering)—Available with F-250 HD/350 Regular Cab Over 8500 lbs. GVWR w/4.9L I-6

STEERING WHEEL, TILT (Req. auto or 4-spd. manual trans. and power steering. NA w/F-100 FS)

TIRES

—Sport multi-surface-type w/raised white letters

—Sport All-Terrain w/raised white letters

—WSW

—Mud and Snow

TOOL BOX, STORAGE, molded plastic w/hinged lid. Located under hood on the driver's side inner fender. Approx. 13" x 7½" x 8" (NA w/HD Aux. Battery or 6.9L V-8 Diesel)

TRANSMISSIONS

—4-speed Manual, available only on models under 8500 lbs. GVWR

—4-speed Manual Overdrive, available only on models under 8500 lbs. GVWR

—SelectShift, 3-speed Automatic—Includes 45-amp. hr. battery w/gasoline engines (63-amp. hr. w/7.5L V-8) and in-tank trans. oil cooler. Also includes locking torque converter w/3.8L V-6 and auxiliary trans. oil cooler on F-250/350 models w/V-8 engine

—Automatic Overdrive—Includes 45-amp. hr. battery and in-tank trans. oil cooler—Available on models under 8500 lbs. GVWR w/4.9L I-6 or 5.0L V-8

—Auxiliary, external auto. trans. oil cooler—Requires auto. trans. Req. on F-250 w/5.0L V-8 & Automatic Overdrive transmission. Requires AC, Extra or Super Cooling on models under 8500 lbs. GVWR w/V-8 engines. Included w/Trailer Tow/Camper Special Pkg. on F-250 HD and F-350 models

WHEEL COVERS, NA w/Cast Aluminum or Styled Steel Wheels

—Deluxe, Full (NA w/Dual Rear Wheels, or XLS trim)

—Sport (Turbine Style), 15" wheels only (NA w/XLS trim)

WHEELS (F-100 requires minimum P215/75R-15SL tires).

—Cast Aluminum painted argent w/bright hub ornament, set of four 15" x 6.0" w/15" x 6.0" steel spare, or set of five.

—White Styled Steel w/black hub ornaments, 15" x 7.0" set of four w/15" x 6.0" steel spare, or set of five (NA w/XLS trim)

—Deluxe Argent Styled Steel w/bright hub ornament & trim ring, 15" x 7.0", set of four w/15" x 6.0" steel spare, or set of five. (NA w/XLS trim)

—Spare Cast Aluminum/Styled Steel, matching spare tire wheel w/XLS trim or the above wheels. Includes in-box spare tire carrier when styled steel spare is ordered in combination w/auxiliary aft-of-axle fuel tank.

WINDOWS

—Sliding Rear, tinted glass

—Power, Front, Dual Switch on driver's side and single switch for passenger. NA w/Crew Cab

	F-100	F-150	F-250	F-350
SHOCK ABSORBERS, HD Front & Rear (incl. w/Maximum Front GAWR option, Handling Pkg. & 6.9L V-8 Diesel or 7.5L V-8 engines). Recommended with F-250 HD/350 w/5.8L V-8 and Air Conditioning. NA w/3.8L 2V V-6	A	A	A	A
SPARE TIRE CARRIER				
—LH in box side mounted, w/single rear wheel Styleside only (incl. w/F-100 FS or on F-100/150 when combination of Aux. Aft-of-axle fuel tank and set of 5 Styled Steel Wheels is ordered). Requires spare tire and wheel w/F-250/350 models.	A	A	A	A
SPARE TIRE & WHEEL, incl. Underframe Carrier (Carrier not included w/Aux. Fuel tank w/136.8" & 160.8" wb Chassis Cab). Also incl. 2 ton mech. jack, handle & wheel nut wrench	—	—	A	A
SPARE WHEEL ONLY, incl. Underframe Carrier (Carrier not included w/Aux. Fuel Tank w/136.8" & 160.8" wb Chassis Cab)	—	—	A	A
SPEED CONTROL, integral w/unique 15" steering wheel w/woodtone horn pad. Incl. "Resume" Feature. Req. power steering. NA w/Power Brakes Delete option or F-100 FS	A	A	A	A
SPRINGS				
—Front, HD—Incl. w/Handling Pkg. (NA w/Max. Front GAWR-Pkg. or if max. springs are computer selected as standard equipment)	A	A	A	A
—Rear, HD (NA w/3.8L V-6, or F-100/150 w/Aux. Fuel Tank, or if max. springs are computer selected as standard equipment)	A	A	—	—
—Rear, HD—Rating on order form (NA w/136.8" and 160.8" Chassis Cab or Crew Cab)	—	—	A	A
—Rear, Aux.	—	A	A	A
STABILIZER BARS, Front & Rear (Incl. w/Handling Pkg.)	A	A	A	A
STEERING, POWER, available on all F-100/150 Regular Cab models, and F-250 Regular Cab under 8500 lbs. GVWR (Req. w/Speed Control, air conditioning or tilt steering wheel). Incl. 15" steering wheel. NA w/F-100 FS	A	A	A	—
STEERING, MANUAL (Deletes Standard Power Steering)—Available with F-250 HD/350 Regular Cab Over 8500 lbs. GVWR w/4.9L I-6	—	—	A	A
STEERING WHEEL, TILT (Req. auto or 4-spd. manual trans. and power steering. NA w/F-100 FS)	A	A	A	A
TIRES				
—Sport multi-surface-type w/raised white letters	A	A	—	—
—Sport All-Terrain w/raised white letters	—	—	A	A
—WSW	A	A	—	—
—Mud and Snow	—	—	—	A
TOOL BOX, STORAGE, molded plastic w/hinged lid. Located under hood on the driver's side inner fender. Approx. 13" x 7½" x 8" (NA w/HD Aux. Battery or 6.9L V-8 Diesel)	A	A	A	A
TRANSMISSIONS				
—4-speed Manual, available only on models under 8500 lbs. GVWR	A	A	A	—
—4-speed Manual Overdrive, available only on models under 8500 lbs. GVWR	A	A	A	—
—SelectShift, 3-speed Automatic—Includes 45-amp. hr. battery w/gasoline engines (63-amp. hr. w/7.5L V-8) and in-tank trans. oil cooler. Also includes locking torque converter w/3.8L V-6 and auxiliary trans. oil cooler on F-250/350 models w/V-8 engine	A	A	A	A
—Automatic Overdrive—Includes 45-amp. hr. battery and in-tank trans. oil cooler—Available on models under 8500 lbs. GVWR w/4.9L I-6 or 5.0L V-8	A	A	A	—
—Auxiliary, external auto. trans. oil cooler—Requires auto. trans. Req. on F-250 w/5.0L V-8 & Automatic Overdrive transmission. Requires AC, Extra or Super Cooling on models under 8500 lbs. GVWR w/V-8 engines. Included w/Trailer Tow/Camper Special Pkg. on F-250 HD and F-350 models	A	A	A	—
WHEEL COVERS, NA w/Cast Aluminum or Styled Steel Wheels				
—Deluxe, Full (NA w/Dual Rear Wheels, or XLS trim)	A	A	A	A
—Sport (Turbine Style), 15" wheels only (NA w/XLS trim)	A	A	—	—
WHEELS (F-100 requires minimum P215/75R-15SL tires).				
—Cast Aluminum painted argent w/bright hub ornament, set of four 15" x 6.0" w/15" x 6.0" steel spare, or set of five.	A	A	—	—
—White Styled Steel w/black hub ornaments, 15" x 7.0" set of four w/15" x 6.0" steel spare, or set of five (NA w/XLS trim)	A	A	—	—
—Deluxe Argent Styled Steel w/bright hub ornament & trim ring, 15" x 7.0", set of four w/15" x 6.0" steel spare, or set of five. (NA w/XLS trim)	A	A	—	—
—Spare Cast Aluminum/Styled Steel, matching spare tire wheel w/XLS trim or the above wheels. Includes in-box spare tire carrier when styled steel spare is ordered in combination w/auxiliary aft-of-axle fuel tank.	A	A	—	—
WINDOWS				
—Sliding Rear, tinted glass	A	A	A	A
—Power, Front, Dual Switch on driver's side and single switch for passenger. NA w/Crew Cab	A	A	A	A

A—Available

F-100/150 TIRE/WHEEL AVAILABILITY

TIRE SIZE	BELT TYPE	TIRE TYPE						PAYLOAD PACKAGE APPLICATION				
		HIGHWAY			MULTI-SURFACE		STANDARD WHEEL SIZE	F-100 REG. CAB		F-150 REG. CAB		F-150 SUPERCAB
		BSW	WSW	RWL	BSW	RWL		PKG. 1	PKG. 2	PKG. 1	PKG. 2	PKG. 1
P195/75R-15SL	Glass	X	X	—	—	—	15 x 5.5K	S	NA	NA	NA	NA
P215/75R-15SL ⁽¹⁾	Glass	X	X	—	—	—	15 x 5.5K	O	R	S	NA	NA
P215/75R-15SL	Steel	X	X	X	X	—	15 x 5.5K	O	O	O	NA	NA
P235/75R-15XL	Steel	X	X	—	X	X	15 x 6.0JK	O	O	O	R	S

NOTE: All tires listed are P-metric radial-ply tires. Black sidewall (BSW) highway type tires are standard equipment. Black sidewall multi-surface tires are available for rear-wheel-only or rear-wheel-and-spare-wheel-only applications; they are not available for front wheels. Raised White Letter (RWL) tires are available in sets of four or five.

(1) Minimum tire required with optional styled wheels.

F-250/350 SINGLE REAR WHEEL TIRE/WHEEL AVAILABILITY

TIRE SIZE	TYPE				STANDARD WHEEL SIZE	F-250 UNDER 8500 GVWR PAYLOAD PACKAGES				F-250 HD OVER 8500 GVWR & F-350
	HIGH- WAY	ALL- TERRAIN		MUD & SNOW		REG. CAB	CHASSIS CAB		SUPERCAB	
		BSW	OWL				PKG. 1	PKG. 1		
TUBELESS:										
LT215/85R-16C	X	—	—	—	16.0 x 6.0K	S	NA	NA	NA	NA
LT215/85R-16D	X	X	—	—	16.0 x 6.0K	O	S	NA	NA	NA
LT235/85R-16D	X	X	—	—	16.0 x 6.0K	O	O	R	S	NA
LT235/85R-16E	X	X	X	—	16.0 x 6.0K	O	O	O	O	S
7.50R-16D	X	—	—	X	16.0 x 6.0K	O	O	NA	NA	NA

NOTE: All tires listed are polyester body/steel belt radial ply construction. Black sidewall (BSW) highway type are std. equipment. Mud-and-snow tires and black sidewall (BSW) All-Terrain are available for rear-wheel-only or rear-wheel-and-spare-wheel-only applications; they are not available for front wheels. Outline White Letter (OWL) tires are available in sets of four or five.

F-350 DUAL REAR WHEEL TIRE/WHEEL AVAILABILITY

TIRE SIZE	TYPE			STANDARD WHEEL SIZE	PAYLOAD PACKAGES		
	HIGH- WAY	ALL- TERRAIN	MUD & SNOW		133" WB	136.8"/160.8" WB	
					PKG. 1	PKG. 1	PKG. 2
TUBELESS:							
LT215/85R-16C	X	—	—	16.0 x 6.0K	NA	S	NA
LT215/85R-16D	X	X	—	16.0 x 6.0K	S	O	R
TUBE TYPE:							
7.50 x 16-D	X	—	X	16.0 x 6.0K	O	O	O

CODE: BSW = Black Sidewall Tires; WSW = White Sidewall Tires; RWL = Raised White Letter Tires; OWL = Outline White Letter; S = Standard; O = Optional; R = Required at Extra Cost; NA = Not Available

NOTE: All tires listed are black sidewall polyester body/steel belted radial ply construction except the 7.50 x 16D tire which is nylon bias ply construction. Mud-and-snow or All-Terrain tires are available for rear-wheel-only or rear-wheel-and-spare-wheel-only applications; they are not available for front wheels.

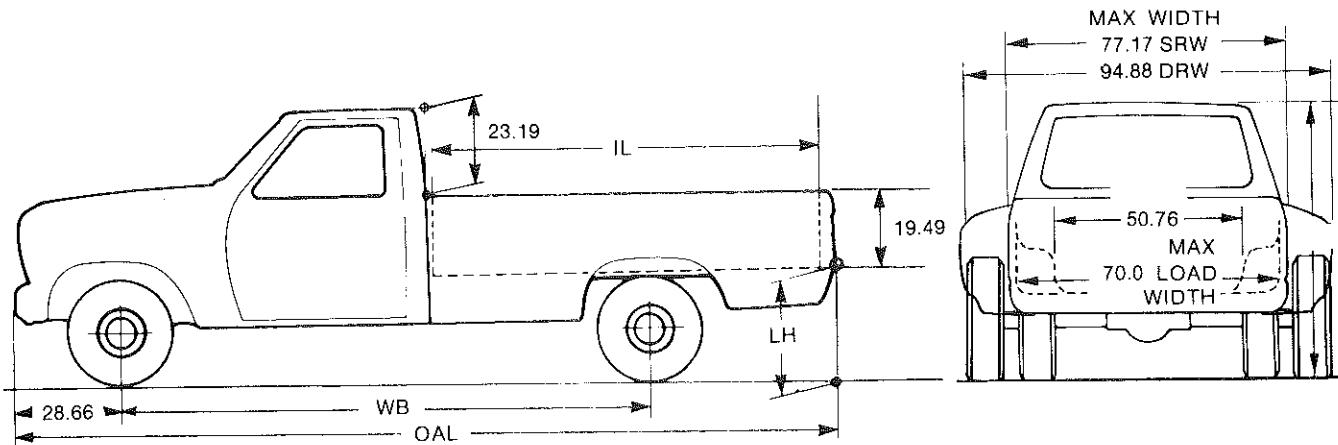
GENERAL SPECIFICATIONS

F-SERIES 4x2

GENERAL SPECIFICATIONS

DIMENSIONS AND WEIGHTS

Dimensions are for base model with standard equipment.
Weights include standard equipment, fuel, water and oil.



REGULAR CAB STYLESIDE PICKUPS

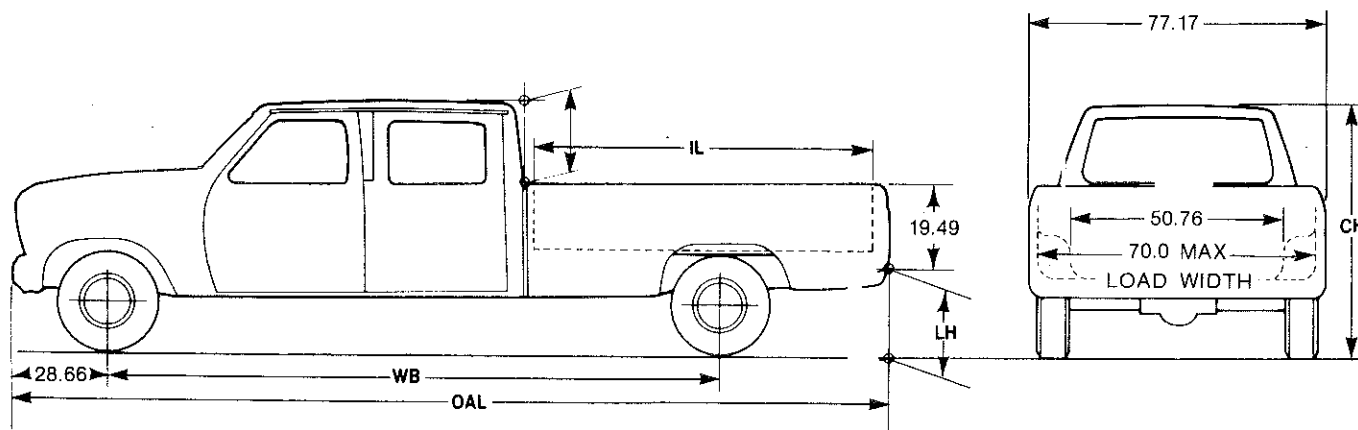
Model	Wheelbase (WB)	Interior Length (IL) (At Floor)	Load Height ⁽¹⁾ (LH)		Cab Height ⁽¹⁾ (CH) Empty	Overall Length (OAL)	Turning Diameter (Curb to Curb)	
			Empty	Loaded			Manual	Power
	in.	in.	in.	in.	in.	in.	ft.	ft.
F-100 4x2	116.8 133.0	82.1 98.2	28.4 28.6	23.4 24.0	69.3 69.5	192.1 208.3	39.4 44.1	39.2 43.9
F-150 4x2	116.8 133.0	82.1 98.2	29.3 28.9	24.4 24.4	70.1 70.2	192.1 208.3	39.4 44.1	39.3 43.9
F-250 4x2 (Under 8500 lbs. GVWR)	133.0	98.2	32.4	26.7	73.2	208.3	45.2	45.2
F-250 HD 4x2 (Over 8500 lbs. GVWR)	133.0	98.2	31.6	27.0	73.4	208.3	45.3	45.2
F-350 4x2 (Single Rear)	133.0	98.2	31.7	27.1	73.2	208.3	—	45.2
F-350 4x2 (Dual Rear)	133.0	98.2	30.7	26.5	72.5	208.3	—	45.2

(1) The height data shown represents dimensions of a nominal vehicle with no options. Actual height may vary due to production tolerances.

CURB WEIGHTS

Model	WB (in.)	Front (lbs.)	Rear (lbs.)	Total (lbs.)
F-100 4x2	116.8 133.0	1872 1937	1368 1389	3240 3326
F-150 4x2	116.8 133.0	2009 2087	1382 1420	3391 3507
F-250 4x2 (Under 8500 lbs. GVWR)	133.0	2203	1492	3695
F-250 HD 4x2 (Over 8500 lbs. GVWR)	133.0	2249	1722	3971
F-350 4x2 (Single Rear)	133.0	2340	1731	4071
F-350 4x2 (Dual Rear)	133.0	2273	2095	4368

DIMENSIONS AND WEIGHTS (cont'd)



CREW CAB STYLESIDE PICKUPS

Model	Wheelbase (WB)	Interior Length (IL) (At Floor)	Load Height ⁽¹⁾ (LH)		Cab Height ⁽¹⁾ (CH)	Overall Length (OAL)	Turning Diameter (Curb to Curb) Power Steering
			Empty	Loaded			
	in.	in.	in.	in.	in.	in.	ft.
F-350 4x2	168.4	98.2	32.4	27.8	74.5	237.6	55.95

(1) The height data shown represents dimensions of a nominal vehicle with no options. Actual height may vary due to production tolerances.

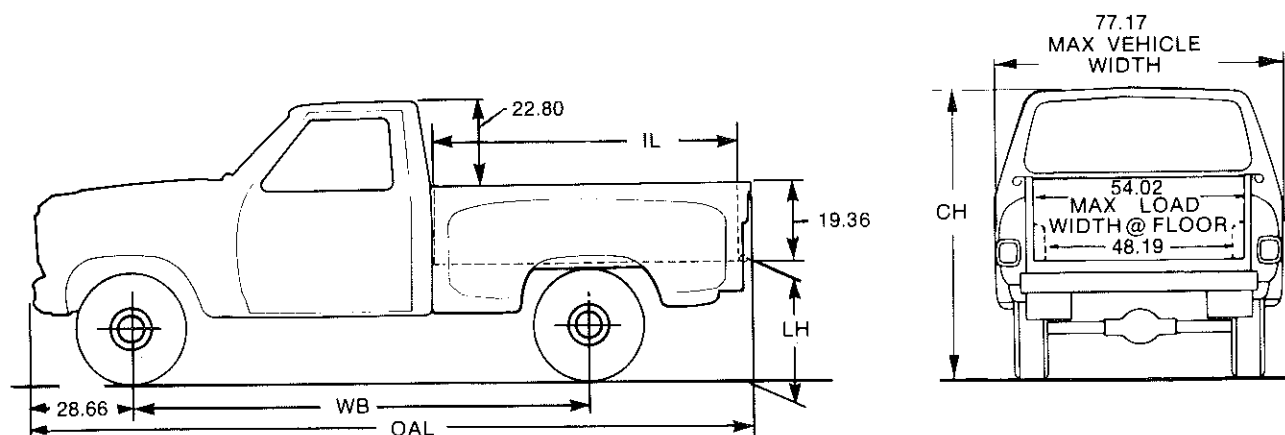
CURB WEIGHTS

Model	WB (in.)	Front (lbs.)	Rear (lbs.)	Total (lbs.)
F-350 4x2	168.4	2637	1916	4553

GENERAL SPECIFICATIONS cont'd

F-SERIES 4x2

DIMENSIONS AND WEIGHTS (cont'd)



REGULAR CAB FLARESIDE PICKUPS

Model	Wheelbase (WB) in.	Interior Length (IL)	Load Height ⁽¹⁾ (LH)		Cab Height ⁽¹⁾ (CH) in.	Overall Length (OAL) in.	Turning Diameter (Curb to Curb)	
		(At Floor) in.	Empty in.	Loaded in.	Empty in.		Manual ft.	Power ft.
F-100 4x2	116.8	79.8	29.1	25.1	69.3	189.3	39.4	39.2
F-150 4x2	116.8	79.8	30.1	26.2	70.1	189.3	39.4	39.3

(1) The height data shown represents dimensions of a nominal vehicle with no options. Actual height may vary due to production tolerances.

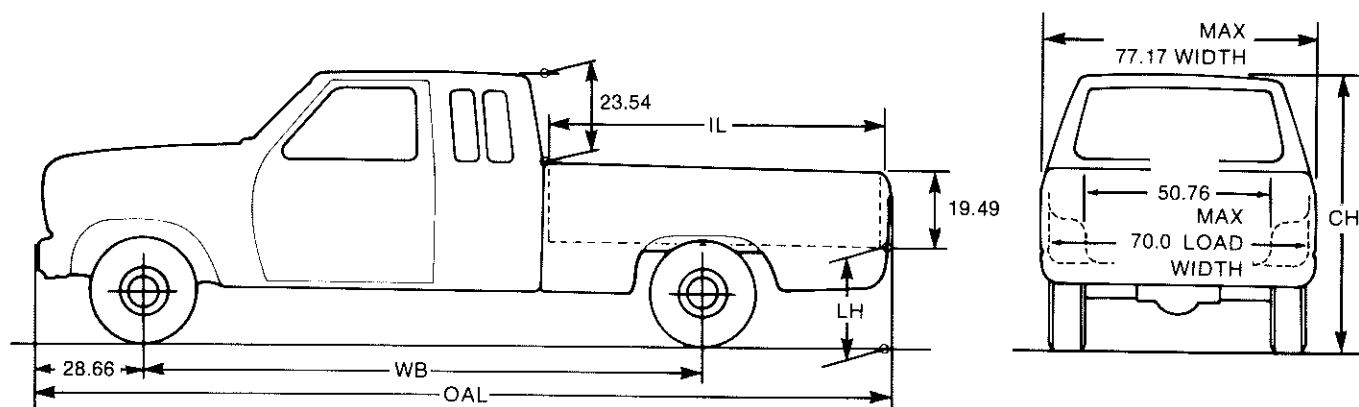
CURB WEIGHTS

Model	WB	Front	Rear	Total
	in.	lbs.	lbs.	lbs.
F-100 4x2	116.8	1871	1395	3266
F-150 4x2	116.8	2008	1410	3418

GENERAL SPECIFICATIONS cont'd

F-SERIES 4x2

DIMENSIONS AND WEIGHTS (cont'd)



SUPERCAB STYLE SIDE PICKUPS

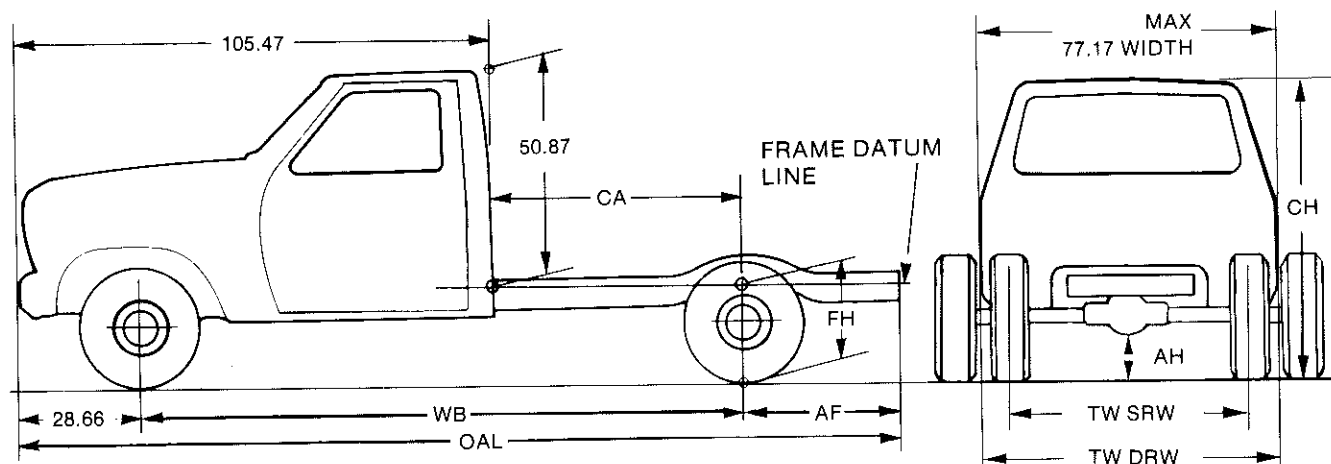
Model	Wheelbase (WB) in.	Interior Length (IL) (At Floor) in.	Load Height ⁽¹⁾ (LH)		Cab Height ⁽¹⁾ (CH) Empty in.	Overall Length (OAL) in.	Turning Diameter (Curb to Curb)
			Empty	Loaded			Power
			in.	in.			ft.
F-150 4x2	138.8 155.0	82.1 98.2	30.6 30.3	25.4 25.4	71.5 71.5	214.1 230.3	45.7 50.4
F-250 4x2 (Under 8500 lbs. GVWR)	155.0	98.2	33.3	28.0	74.2	230.3	51.8
F-250 HD 4x2 (Over 8500 lbs. GVWR)	155.0	98.2	31.4	27.8	73.6	230.3	51.8

(1) The height data shown represents dimensions of a nominal vehicle with no options. Actual height may vary due to production tolerances.

CURB WEIGHTS

Model	WB	Front	Rear	Total
	in.	lbs.	lbs.	lbs.
F-150 4x2	138.8 155.0	2166 2253	1586 1605	3752 3858
F-250 4x2 (Under 8500 lbs. GVWR)	155.0	2385	1742	4127
F-250 HD 4x2 (Over 8500 lbs. GVWR)	155.0	2450	1829	4279

DIMENSIONS AND WEIGHTS (cont'd)



REGULAR CAB CHASSIS CAB

Model	Wheel-Base (WB) in.	Cab to Axle (CA) in.	Axle to Frame (AF) in.	Frame Height (FH) ⁽¹⁾		Axle Height (AH) Loaded in.	Tread Width (TW)		Cab Height (CH) ⁽¹⁾ Empty in.	Overall Length (OAL) in.	Turning Diameter (Curb to Curb)	
				Empty in.	Loaded in.		Front in.	Rear in.			Manual ft.	Power ft.
F-250 4x2 (Under 8500 lbs. GVWR)	133.0	56.2	40.5	25.6	19.5	7.5	65.7	64.3	73.5	201.9	45.2	45.2
F-250 HD 4x2 (Over 8500 lbs. GVWR)	133.0	56.2	40.5	24.3	20.0	7.5	65.7	64.3	73.5	201.9	45.3	45.2
	136.8	60.0	38.5	23.9	20.7	8.1	65.7	63.5	73.5	204.0	46.4	46.4
	160.8	84.0	47.5	23.8	20.7	8.1	65.7	63.5	73.4	237.0	53.6	53.5
F-350 SRW 4x2	136.8	60.0	38.5	24.0	20.7	8.1	65.7	63.5	73.4	204.0	46.4	46.4
F-350 DRW 4x2	136.8	60.0	38.5	23.6	20.0	7.7	65.7	65.1	72.9	204.0	46.4	46.3
	160.8	84.0	47.5	23.5	20.0	6.3	65.7	65.1	72.7	237.0	53.6	53.5

(1) The height data shown represents dimensions of a nominal vehicle with no options. Actual height may vary due to production tolerances.

CURB WEIGHTS

Model	WB	Front	Rear	Total
	In.	lbs.	lbs.	lbs.
F-250 4x2 (Under 8500 lbs. GVWR)	133.0	2260	1212	3472
F-250 HD 4x2 (Over 8500 lbs. GVWR)	133.0	2273	1355	3628
	136.8	2344	1395	3739
	160.8	2415	1453	3868
F-350 4x2 SRW	136.8	2404	1390	3794
F-350 4x2 DRW	136.8	2340	1574	3914
	160.8	2410	1633	4043

ENGINE/DRIVELINE AVAILABILITY

NOTE: Powertrain (Engine/Transmission/Axle) Application Charts, previously provided in this Section, will now be found in the Powertrain Section (4th Tab) of this 1983 Light Truck Facts Book.



F-SERIES 4x4

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(1) Information concerning Standard Equipment common to F-Series 4x2 and 4x4 Pickups is provided in the F-Series 4x2 section of this Light Truck Facts Book.

NOTE: Powertrain (Engine/Transmission/Axle) Application Charts, previously provided in this Section, will now be found in the Powertrain Section (4th Tab) of this 1983 Light Truck Facts Book.

WHAT'S NEW FOR 1983

F-SERIES 4x4

TECHNICAL

- New heavy-duty 6.9L V-8 diesel engine for F-250/350 Regular Cab models over 8500 lbs. GVWR, now with manual and automatic transmissions
- New 7.5L 4V V-8 gasoline engine for F-250/350 models over 8500 lbs. GVWR
- New fully synchronized (except reverse) 4-speed manual transmission for 6.9L V-8 diesel and 7.5L 4V V-8 gasoline engines
- LT metric steel-belted radial ply tires standard on F-250/350 models
- F-350 4x4 front axle ratings increased
- Trailer Towing/Camper Package combines former Trailer Towing Package and Camper Special Package components

DESIGN

- New F-350 Crew Cab on 168.4" wheelbase with Standard or XL trim

- XLT trim designation replaces former XLT Lariat designation
- Day/night mirror standard
- New cloth inserts for cloth-and-vinyl seat trims
- Radio faceplate finish and graphics revised (as an '83 running change)
- Automatic Overdrive transmission selector graphics revised
- Heater and air conditioning control graphics revised
- Coat hook moved from left side to right side

OPTIONS

- XLT trim level replaces XLT Lariat; lower bodyside protection moldings replace mid-bodyside and wheelip moldings and black tape stripes
- Electronic digital clock has stopwatch function and easier operation
- Deluxe insulation package available
- Engine oil cooler for 7.5L 4V V-8 engine



F-150 4x4 With XLT Trim and Bright Low-Mount Western Swing-Away Mirrors

MODEL AVAILABILITY

F-SERIES 4x4

MODEL AVAILABILITY



F-150 4x4 Short Wheelbase Flareside Pickup With XLS Trim and Raised White Letter Tires



F-350 4x4 Crew Cab With XL Trim and Bright Low-Mount Western Swing-Away Mirrors

SERIES	WHEELBASE (in.)	PICKUP BOX NOMINAL LENGTH (ft.)	TRIM AVAILABILITY			
			STANDARD	XL	XLT	XLS
FLARESIDE PICKUP						
F-150	116.8	61½	X	X		X
STYLESIDE PICKUP UNDER 8500 LBS. GVWR						
F-150	116.8	6%	X	X	X	X
	133.0	8	X	X	X	X
F-250	133.0	8	X	X	X	
STYLESIDE PICKUP OVER 8500 LBS. GVWR						
F-250 HD	133.0	8	X	X	X	
F-350	133.0	8	X	X	X	
SUPERCAB STYLESIDE PICKUP						
F-150	155.0	8	X	X	X	
F-250	155.0	8	X	X	X	
CREW CAB						
F-350	168.4	8	X	X		
CHASSIS CAB						
F-250 HD	133.0	—	X	X		
F-350	133.0	—	X	X		



F-250 4x4 SuperCab with XL Trim. Options Include Deluxe Tu-Tone, Bright Low-Mount Western Swing-Away Mirrors and Rear Step Bumper
4/83



F-250 4x4 SuperCab With XL Trim. Options Include Deluxe Tu-Tone, Bright Low-Mount Western Swing-Away Mirrors and Rear Step Bumper

F-Series 4x4 3

STANDARD CHASSIS EQUIP'T SPECS

F-SERIES 4x4

MODEL & SERIES	F-150 4x4 REGULAR CAB PICKUP		F-150 4x4 SUPERCAB PICKUP
WHEELBASE (in.)	116.8	133.0	155.0
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Transfer Case—Type —Low & High Gear Ratios Fuel Tank Capacity— Gallons (Liters)	50 States 4.9L (300 CID) 1V-6 Manual 4-Speed 6.32:1/1.00:1 10" Part-Time, 2-Speed 2.61:1/1.00:1		50 States 4.9L (300 CID) IV 1-6 Manual 4-Speed 6.32:1/1.00:1 10" Part-Time, 2-Speed 2.61:1/1.00:1
	16.5 Gal. (62L)	19.0 Gal. (72L)	19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity —Ratio Front Springs—Type —Rating Front Shock Absorbers Front Hubs Steering—Type —Ratio	Twin-Traction Beam IFS 3550 lbs. 3.07:1 (49 St.) 3.54:1 (Calif.) Coil, Computer Selected 2525 lbs. @ Gd. Combined (Min.) 1" Free Running, Manual Control Power, Ford XR-50 17.0:1		Twin-Traction Beam IFS 3550 lbs. 3.07:1 (49 St.) 3.54:1 (Calif.) Coil, Computer Selected 3025 lbs. @ Gd. Combined (Min.) 1" Free Running, Manual Control Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	Semi-Floating, Ford 3750 lbs. 3.08:1 (49 St.) 3.55:1 (Calif.) Leaf, 2-Stage Variable Rate 3768 lbs. @ Gd. Combined (Min.) 1"		Semi-Floating, Ford 3750 lbs. 3.08:1 (49 St.) 3.55:1 (Calif.) Leaf, 2-Stage Variable Rate 3768 lbs. @ Gd. Combined (Min.) 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	11.65" dia. Single Piston Floating Caliper 11-1/32" x 2-1/4" Self-Adjusting Single Diaphragm 9.93" Foot Operated, Handle Release		11.65" dia. Single Piston Floating Caliper 11-1/32" x 2-1/4" Self-Adjusting Single Diaphragm 9.93" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watt Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)		40 Amperes, 600 Watt Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)
FRAME: Type Section Modulus	Single Channel, 36,000 psi Steel 3.21 cu. in.		Single Channel, 36,000 psi Steel 3.79 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (if Standard)	5-Hole Disc, Five 15" x 6.0"JK Tubeless Steel-Belted Radial Ply BSW P235/75R-15XL Underframe, at Rear		5-Hole Disc, Five 15" x 6.0"JK Tubeless Steel-Belted Radial Ply BSW P235/75R-15XL Underframe, at Rear

STANDARD EQUIPMENT

MODEL & SERIES	F-250 4x4 REG. CAB UNDER 8500 GVWR	F-250 4x4 SUPERCAB PICKUP
WHEELBASE (in.)	133.0	155.0
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Transfer Case—Type —Low & High Gear Ratios Fuel Tank Capacity— Gallons (Liters)	50 States 4.9L (300 CID) 1V I-6 Manual 4-Speed 6.32:1/1.00:1 10" Part-Time, 2-Speed 2.74:1/1.00:1 19.0 Gal. (72L)	50 States 4.9L (300 CID) 1V I-6 Manual 4-Speed 6.32:1/1.00:1 10" Part-Time, 2-Speed 2.74:1/1.00:1 19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity —Ratio Front Springs—Type —Rating Front Shock Absorbers Front Hubs Steering—Type —Ratio	Twin-Traction Beam IFS 3800 lbs. 3.54:1 Leaf, Single Stage Constant Rate 3305 lbs. @ Gd. Combined (Min.) 1" Free Running, Manual Control Power, Ford XR-50 17.0:1	Twin-Traction Beam IFS 3800 lbs. 3.54:1 Leaf, Single Stage Constant Rate 3305 lbs. @ Gd. Combined (Min.) 1" Free Running, Manual Control Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	Semi-Floating, Ford 4050 lbs. 3.55:1 Leaf, 2-Stage Variable Rate 4110 lbs. @ Gd. Combined (Min.) 1"	Semi-Floating, Dana 60-3 5300 lbs. 3.54:1 Leaf, 2-Stage Variable Rate 4779 lbs. @ Gd. Combined (Min.) 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	12.48" dia. Dual Piston Floating Caliper 12" x 2-1/2" Self-Adjusting Single Diaphragm 9.93" Foot Operated, Handle Release	12.48" dia. Dual Piston Floating Caliper 12" x 2-1/2" Self-Adjusting Single Diaphragm 9.93" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watt Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)	40 Amperes, 600 Watt Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)
FRAME: Type Section Modulus	Single Channel, 36,000 psi Steel 3.98 cu. in.	Single Channel, 36,000 psi Steel 4.78 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (if Standard)	8-Hole Disc, Four 16.0" x 6.0"K Truck Type, Tubeless Steel-Belted Radial Ply BSW LT 215/85R-16C Optional	8-Hole Disc, Four 16.0" x 6.0" Truck Type, Tubeless Steel-Belted Radial Ply BSW LT 215/85R-16D Optional

MODEL & SERIES	F-250 4x4 REG. CAB PICKUP & CHASSIS CAB OVER 8500 GVWR	F-350 4x4 PICKUP & CHASSIS CAB
WHEELBASE (in.)	133.0	133.0
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Transfer Case—Type —Low & High Gear Ratios Fuel Tank Capacity— Gallons (Liters)	49 States 5.8L (351 CID) 2V V-8 Manual 4-Speed 6.32:1 (49 St.); 5.11:1 (Calif.) 1.00:1 (50 St.) 11" (49 St.) 11 $\frac{7}{8}$ " (Calif.) Part-Time, 2-Speed 2.74:1 1.00:1 19.0 Gal. (72L) ²	49 States 5.8L (351 CID) 2V V-8 Manual 4-Speed 6.32:1 (49 St.); 5.11:1 (Calif.) 1.00:1 (50 St.) 11" (49 St.) 11 $\frac{7}{8}$ " (Calif.) Part-Time, 2-Speed 2.74:1 1.00:1 19.0 Gal. (72L) ²
SUSPENSION, FRONT: Front Axle—Type —Capacity —Ratio Front Springs—Type —Rating Front Shock Absorbers Front Hubs Steering—Type —Ratio	Twin-Traction Beam IFS 3800 lbs. 3.54:1 Leaf, Single Stage Constant Rate 3305 lbs. @ Gd. Combined (Min.) 1" Free Running, Manual Control Power, Ford XR-50 17.0:1	Twin-Traction Beam IFS 4600 lbs. 4.10:1 (49 St.); 3.54:1 (Calif.) Leaf, Single Stage Constant Rate 3375 lbs. @ Gd. Combined (Min.) 1" Free Running, Manual Control Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	(5) 6250 lbs. 3.54:1 Leaf, 2-Stage Variable Rate 5862 lbs. @ Gd. Combined (Min.) 1"	(5) 6250 lbs. 4.10:1 (49 St.); 3.54:1 (Calif.) Leaf, 2-Stage Variable Rate 6324 lbs. @ Gd. Combined (Min.) 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	12.48" dia. HD Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release	12.48" dia. HD Dual Piston Floating Caliper 12" x 3" Self-Adjusting Dual Diaphragm 11.18" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watt ³ Maintenance-Free 36 ⁴ 310 ⁴	40 Amperes, 600 Watt* Maintenance-Free 36 ⁴ 310 ⁴
FRAME: Type Section Modulus	Single Channel. 36,000 psi Steel 4.33 cu. in.	Single Channel. 36,000 psi Steel 4.33 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (if Standard)	8-Hole Disc, Four 16.0" x 6.0"K Truck Type, Tubeless Steel-Belted Radial Ply BSW LT 235 85R-16E Optional	8-Hole Disc, Four 16.0" x 6.0"K Truck Type, Tubeless Steel-Belted Radial Ply BSW LT 235/85R-16E Optional

(1) Requires 7.5L (460 CID) 4V V-8 gasoline engine or 6.9L (420 CID) V-8 diesel engine.

(2) 20.0 Gal (75L) capacity with 6.9L diesel engine.

(3) 60 Amperes, 900 Watt with 6.9L (420 CID) V-8 diesel engine.

(4) 45 Ampere-Hours/380 Cold Crank Amperes with Automatic Transmission or 7.5L (460 CID) 4V V-8 engine and manual transmission 63 Ampere-Hours/535 Cold Crank Amperes with 7.5L (460 CID) 4V V-8 engine and automatic transmission, Dual 83 Ampere-Hours/1400 Cold Crank Amperes with 6.9L (420 CID) V-8 diesel engine.

(5) See Page 7 of Axles/Frames/Suspension/Steering Section for usage.

STANDARD CHASSIS EQUIP'T SPECS cont'd

F-SERIES 4x4

MODEL & SERIES	F-350 4x4 CREW CAB PICKUP
WHEELBASE (In.)	168.4
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Transfer Case—Type —Low & High Gear Ratios Fuel Tank Capacity Gallons (Liters)	49 States 5.8L (351 CID) 2VV-8 Manual 4-Speed 6.32:1/1.00:1 11.0" Part-Time, 2-Speed 2.74:1/1.00:1 19.0 Gal. (72L)
SUSPENSION, FRONT: Front Axle—Type —Capacity —Ratio Front Springs—Type —Rating Front Shock Absorbers Front Hubs Steering—Type —Ratio	Twin-Traction Beam IFS 4600 lbs. 4.10:1 Tapered Leaf, Single Stage Constant Rate 3629 lbs. @ Gd. Combined (Min.) 1" Free Running, Manual Control Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	(2) 6250 lbs. 4.10:1 Leaf, 2-Stage Variable Rate 5861 lbs. @ Gd. Combined 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	12.48" dia. Dual Piston Floating Caliper 12" x 3" Self-Adjusting Single Diaphragm 9.93" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watt Maintenance-Free 36 310
FRAME: Type Section Modulus	Single Channel, 8 Crossmembers 36,000 psi Steel 4.94 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location (if Standard)	8-Hole Disc, Four 16.0" x 6.0"K Truck Type, Tubeless Radial Ply BSW LT235/85R-16E Optional

(1) Delayed availability.

(2) See Page 7 of Axles/Frames/Suspension/Steering Section for usage.

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LINCOLN EQUIPMENT

PAYLOAD PACKAGE SELECTORS

F-SERIES 4x4

SERIES	WHEEL-BASE (in.)	PAY-LOAD PKG. NO.	MAXIMUM PAYLOAD RATING	GROSS VEHICLE WEIGHT RATING (GVWR)	MINIMUM REQUIRED EQUIPMENT In Addition To Payload Pkg. (At Extra Cost)
FLARESIDE PICKUP					
F-150	116.8	1-STD	2245 lbs.	6100 lbs.	None
STYLESIDE PICKUP UNDER 8500 LBS. GVWR					
F-150	116.8	1-STD	2270 lbs.	6100 lbs.	None
	133.0	1-STD	2330 lbs.	6250 lbs.	None
F-250	133.0	1-STD	2465 lbs.	6600 lbs.	None
STYLESIDE PICKUP OVER 8500 LBS. GVWR					
F-250 HD	133.0	1-STD	4225 lbs.	8600 lbs.	None ^(a)
F-350	133.0	1-STD	4575 lbs.	9000 lbs.	None ^(a)
SUPERCAB STYLESIDE PICKUP					
F-150	155.0	1-STD	2255 lbs.	6450 lbs.	None
F-250	155.0	1-STD	3060 lbs.	7600 lbs.	None
CHASSIS CAB					
F-250 HD	133.0	1-STD	4605 lbs.	8600 lbs.	None ^Δ
F-350	133.0	1-STD	4950 lbs.	9000 lbs.	None ^(a)
CREW CAB					
F-350	168.4	1-STD	4352 lbs.	9300 lbs.	None

(a) 7.5L (460 CID) 4V V-8 or 6.9L (420 CID) diesel engine required in California. Refer to engine application requirements in Specifications Chart, page 6.



vfk*Q

F-150 4x4 Flareside Pickup With XL Trim and Optional Bright Low-Mount Western Swing-Away Mirrors, Deluxe Tu-Tone, Rear Channel Bumper and White Styled Steel Wheels With Raised White Letter Tires

STANDARD EQUIPMENT FEATURES

F-SERIES 4x4

Features highlighted in this section primarily cover differences between the F-Series 4x4 Pickups and the F-Series 4x2 Pickups. Other features are the same for both vehicle types, and can be found either here or in the F-Series 4x2 section of this Facts Book.

BODY FEATURES



F-150 4x4 Long Wheelbase Styleside Pickup With Standard Trim and Optional Rear Step Bumper

STYLING

1983 F-Series pickups provide:

- Roomy cab interior dimensions
- Full-function cargo box interior dimensions
- Rocker panel designed to reduce amount of area exposed to gravel and grit
- Aerodynamic design

1983 Ford pickups feature tough truck styling with such traditional Ford styling cues as:

- Grille design with light argent one-piece insert and distinctive Ford oval emblem
- Bodyside chamfer
- Rectangular halogen headlights with black headlight doors
- Flush-mounted side front marker lights
- FORD lettering on tailgate
- Push-button type door handles for easy opening
- Dual bright mirrors
- Wraparound design taillights (Styleside models) eliminate the need for separate rear side marker lamps
- Availability of Regular Cab Styleside, Flareside or SuperCab and Crew Cab Styleside designs—and Regular Cab Chassis Cab availability for second unit body installers

PICKUP BOXES

F-Series 4x4 Pickups are available with Flareside (F-150 only) and Styleside pickup boxes. For information, refer to the F-Series 4x2 section of this Light Truck Facts Book.

SUPERCAB "TWIN WINDOWS"

1983 SuperCab features a 'Twin Window' styling for rear quarter windows. The one-piece modular insert is color-keyed to the body color for a clean, modern appearance.

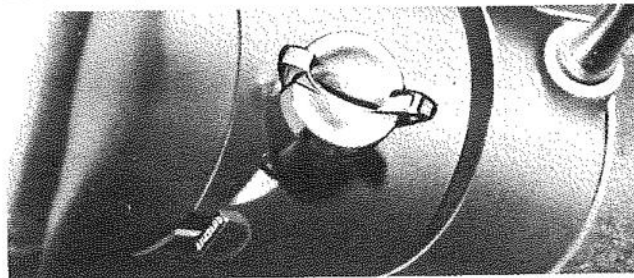


SuperCab "Twin Window" Rear Quarter Window

ANTI-THEFT FEATURES

- Vent window handle is vertical in lock position
- Inside Hood Release
- Steering Column/Ignition Lock
- Visible (through windshield) Vehicle Identification Number for easier tracking and faster recovery of stolen vehicles

LOCKING STEERING COLUMN



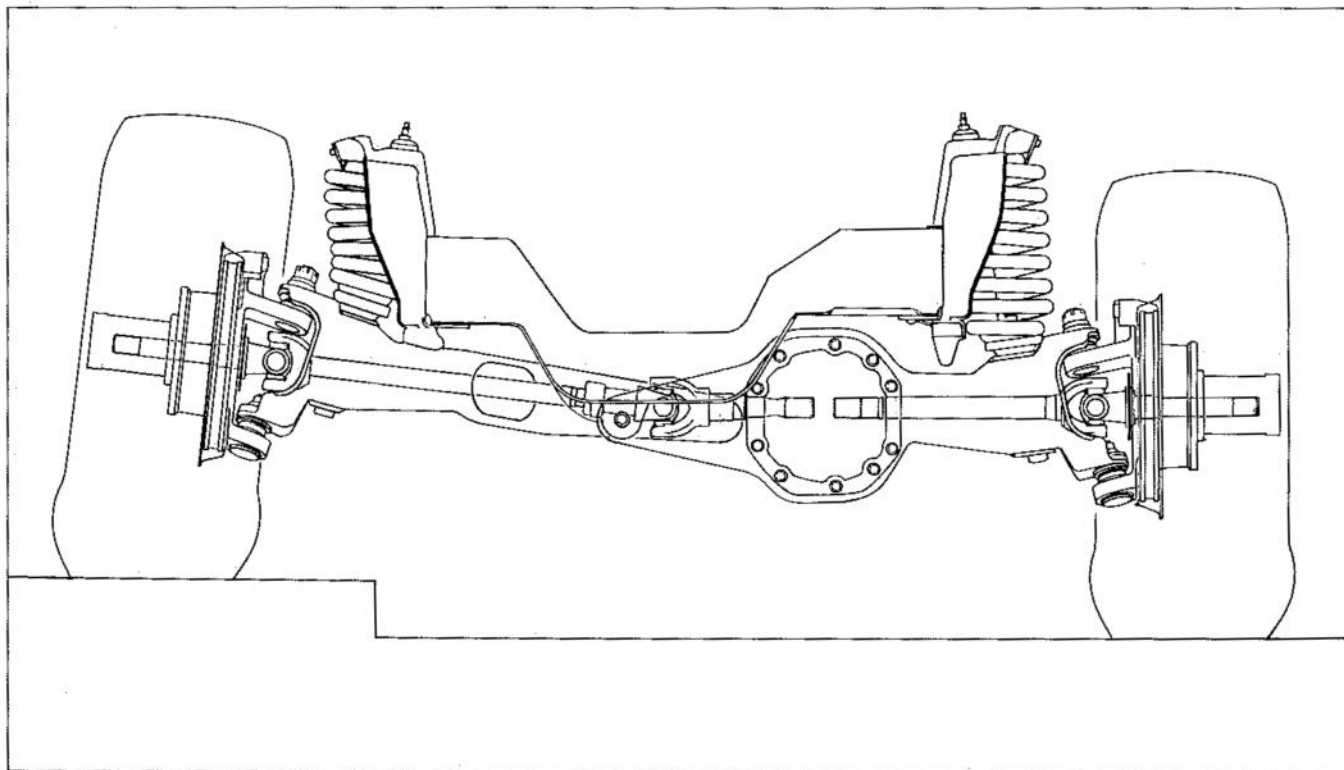
Column-Mounted Locking Ignition Switch

- IGNITION SWITCH located on steering column, integrated with a steering column lock. Key must be turned to LOCK to remove
- KEY CODES are removed from ignition cylinder to help prevent unauthorized persons from making keys

DOUBLE-WALL ROOF CONSTRUCTION

All F-Series pickups feature double-wall roof construction. SuperCab and Crew Cab models have high strength steel support members sandwiched between the inner and outer panels.

CHASSIS FEATURES



Twin-Traction Beam Independent Front Suspension for Ford Four-Wheel Drive Vehicles

EXCLUSIVE FORD-DESIGNED TWIN-TRACTION BEAM INDEPENDENT FRONT SUSPENSION

Ford's Twin-Traction Beam Independent Front Suspension is an American industry exclusive for full-size 4x4 pickups. It allows each front wheel to "step over" bumps and navigate rough terrain without affecting the other front wheel. This suspension offers:

- **SMOOTHER RIDE** than straight-axle design on and off road, due to independent action of axles
- **BETTER CONTROL** than straight-axle design when running on rough terrain
- **ADJUSTABLE CAMBER** for service adjustment
- **LUBED-FOR-LIFE BALL JOINTS**

TWO CONFIGURATIONS GIVE FULL-LINE COVERAGE

The Independent Front Suspension comes in either coil-spring or leaf-spring configuration, depending on Series:

- F-150 4x4s have coil-spring suspension designed to handle the severe duty of off-road operation and still provide a comfortable ride
- F-250/350 4x4s have leaf-spring suspension, featuring long tapered-leaf, single-stage constant-rate springs designed for more severe service encountered by the F-250/350 4x4s

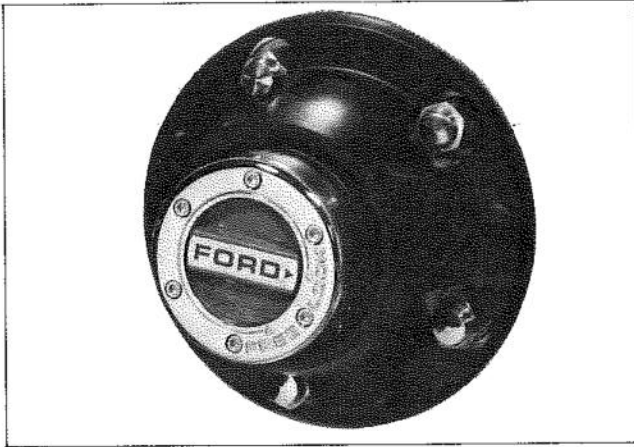
NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

TRANSFER CASE

- **SHIFT OPERATION**—The transfer case is designed to permit easy shifting with low shift efforts under all operating conditions. The shift binding that can occur in the transfer case during turns or when the vehicle is loaded has been eliminated. In addition, the (2H) and (4H) shift positions are forward. This places the shift lever out of the way of the center front seat passenger, for additional foot and knee room
- **NEUTRAL TOW CAPABILITY**—The vehicle can be towed by first placing the range selector in neutral (N), with manual hubs set in FREE position, or automatic locking hubs disengaged, and with a 40 MPH maximum towing speed and no distance restrictions to be observed. The drive shafts do not have to be disconnected with either manual or automatic transmission. An integral oil pump and lubrication system provides ample lubrication at the maximum 40 mph towing speed, for any distance



Transfer Case Shift Positions

STANDARD MANUAL FREE-RUNNING FRONT HUBS

Standard Free-Running Front Hubs Allow Owners To Unlock Front Wheels For Two-Wheel Drive Efficiency

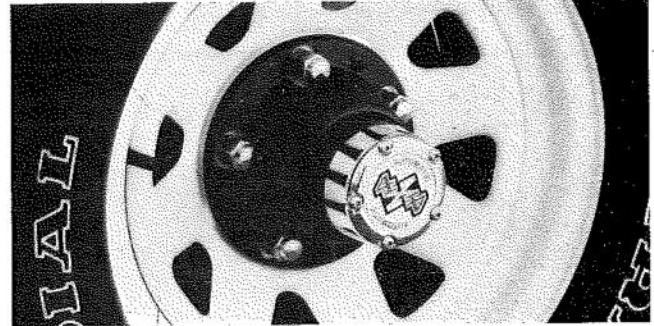
Standard on all F-Series 4x4s, manual-locking free-running front hubs allow owners the advantage of part-time four-wheel drive and the ability to unlock the front wheels so that front-drive components are not constantly turning while in two-wheel drive mode.

The manual-locking free-running front hubs engage or disengage the front wheels from the drive axles by manually turning the selector bar on the hub to "LOCK" or "FREE."

- In "LOCK," the front wheels are locked to the driving axles, and will be driven when the transfer case is placed in (4L) or (4H) position. In all other transfer case lever positions, the front-wheel drive is disengaged, but the rotating front wheels

will turn the front axles, the differential, the front driveshaft and associated gears in the transfer case

- In "FREE," the front wheels are completely disengaged from the front axles, and the vehicle cannot be driven in four-wheel drive mode



Optional Automatic Locking Free Running Front Hubs

Optional Automatic Locking Hubs: With these hubs, the driver no longer has to leave the cab to manually engage or disengage four-wheel drive at the front hubs. In fact, there is no dial on these hubs.

With the transfer case in two-wheel drive the hubs free-wheel, permitting the front axle, driveshaft and transfer case components to remain motionless. When the driver shifts the transfer case lever to four-wheel drive, the hubs automatically engage. Once engaged, the hubs will remain engaged, even in coasting downhill and will provide engine braking. To disengage the hubs, the driver merely has to shift back into two-wheel drive and reverse the vehicle direction for a minimum of 10 feet. Not available with Limited-Slip front axle, Snow Plow Special Packages or Heavy-Duty Front Suspension Packages.

FRAMES

Ford Light Truck frames are of ladder-type construction, featuring heavy-gauge channel sidemembers with up to eight crossmembers as required to suit model selection and option usage. Crossmembers are either of "hat" section or "C" section construction. Midspan crossmembers employ gussets for added frame strength. A forward mounted reinforcement is welded to the LH siderail for steering gear mounting.

The frame sidemember contour lowers in the mid-span area (under the cab) to lower the body silhouette and cab step height. Sidemember "kickup" over the rear axle is nested between the cargo box floor cross sills to allow a low loading height.

NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

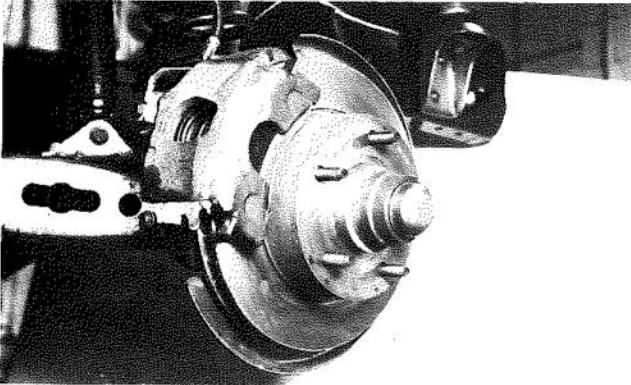
REAR AXLES

SEMI-FLOATING REAR AXLE has a single, permanently lubricated outer bearing attached to the axle shaft. This bearing transfers part of the vehicle load and side thrust forces to the shaft.

FULL-FLOATING REAR AXLE uses a pair of tapered roller

bearings which support the wheel hub on the end of the axle housing. These bearings transfer the vehicle weight and side thrust forces to the housing and not to the axle shaft.

NOTE: For more details, see the Axles/Frames/Suspension/Steering section of this Light Truck Facts Book.

BRAKES

Single Piston Floating Caliper Front Disc Brake

- Ford-designed single-piston floating-caliper disc brakes are standard on front wheels of all F-150 models
- Dual-piston floating rail slider front disc brakes are standard on F-250/350 models

- Power brakes standard

- Rear drum brakes are standard on all F-Series pickups, with brake shoe width and effective braking area increasing as demand increases

F-Series brakes are self-adjusting, front and rear, for reduced brake service. All brake systems are dual-hydraulic, with split front/rear systems, operating from a dual-chamber master cylinder. In the event of a front or rear failure, the other half of the system is still functional.

The parking brake for F-Series pickups is the foot-operated type, mounted under the left side of the instrument panel. The pedal operates the rear drum brake system through a system of cables. A parking brake release handle is located above the parking brake pedal.

NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

STEERING

The F-Series 4x4 power steering gear is mounted inboard of the left front frame and forward of the front axle for ease of serviceability.

Power steering is especially useful when the truck is running

slowly or in tight maneuvering and parking situations.

NOTE: For more details, see the Axles/Frame/Suspension/Steering Section of this Facts Book.

TIRES

F-Series 4x4 models use P-metric or LT-metric radial tires and truck-type bias ply tires. F-150 4x4s are equipped with 15-inch

steel-belted radial tires standard. LT-metric steel-belted radial ply tires are standard on F-250/350 models.

STANDARD TRIM & EQUIPMENT SUMMARY

The Standard Trim And Equipment Summary for the F-Series 4x4 models is the same as that for the F-Series 4x2 models and will be found in the F-Series 4x2 section of this 1983 Light Truck Facts Book.

OPTIONAL EQUIPMENT

F-SERIES 4x4

For complete option descriptions and illustrations of major options refer to the Options section.

AXLE, FRONT DRIVING

- 3550 lbs. Limited Slip—Avail. w/3.54 ratio only (Req. 3.55 ratio Traction-Lok rear axle). NA w/10 x 15C Bias Ply Tires, Automatic Locking Hubs, Snow Plow Special Packages or HD Front Suspension Pkg.
- 3800 lbs. Limited Slip (available on models under 8500 lbs. GVWR only) available with 3.54 ratio (requires 3.54:1 ratio Limited Slip Rear Axle). Not available with Automatic Locking Hubs, Snow Plow Special Pkgs. or H.D. Front Suspension Pkg. B.

AXLE, REAR (See Engine/Driveline Availability Charts in this section)

- 3750 lbs. Traction-Lok
- 4050 lbs. Traction-Lok—models under 8500 lbs. GVWR
- 5300 lbs. Limited Slip—models under 8500 GVWR
- 6250 lbs. Limited Slip—H.D. models over 8500 GVWR
- Optional Ratios

AIR CONDITIONING, dash mounted integral w/heater (has 4 adjustable instrument panel vents for high level ventilation) Incl. HD alternator and 45-amp. hr. battery with gasoline engines. (63-amp. hr. w/7.5L 4V V-8). Also incl. AC Cooling. Not available with High Output Heater. Also not available with 6.9L V-8 diesel and auto. trans. in combination with stabilizer bars, Handling Package or Trailer Towing/Camper Package. Tinted Glass Recommended

ALTERNATOR, HD

- 60 Amp.
- Incl. w/Trailer Tow, or AC (70 Amp. incl. w/Snow Plow Special Pkgs.)
- Incl. w/6.9L V-8 Diesel (w/o AC), Trailer Tow/Camper Package, and HD models over 8500 lbs. GVWR w/AC and gasoline engines. Also incl. on models under 8500 lbs. GVWR w/AC and 4.9L I-6 w/Man. Trans. or V-8 (70 Amp. incl. w/Snow Plow Special Pkgs., 6.9L V-8 diesel w/AC or 4.9L I-6 w/AC and auto. trans.

BATTERIES

- HD, 63-amp. hr. Maintenance-Free (in lieu of standard battery)
- Incl. w/Trailer Tow, Snow Plow Special Plus Package or Auxiliary 81-amp. hr. Battery
- Incl. w/Trailer Tow/Camper Package, Snow Plow Special Plus Package, Auxiliary 81-amp. hr. Battery and F-250 HD over 8500 lbs. GVWR and F-350 7.5L 4V V-8 w/Auto. Trans. and/or AC. Not available w/6.9L V-8 Diesel
- Auxiliary, 81-amp. hr. (Incl. 63-amp. hr. base battery and dual charging circuit) NA w/Tool Storage Box or 6.9L V-8 Diesel

BUMPERS

- Rear
- Channel, Chrome Steel (avail. Flareside only). NA w/XLS trim
- Contour—Chrome (avail. Styleside only). NA w/XLS trim
- Step
- Argent w/Styleside only; NA w/XLS trim
- Chrome w/black rub strip (Styleside only) Recommended w/Protection Pkg.; NA w/XLS trim

CIGARETTE LIGHTER (Standard trim only) integral w/Ashtray. Includes ashtray light

CLOCK, ELECTRONIC DIGITAL, shows Date, Time and Elapsed Time (Requires any radio). Not available with Radio Credit Option

CONSOLE (For SuperCab w/Opt. Capt. Chairs only) molded color-keyed plastic mounted between the Capt. Chairs with two depressions for beverage containers and a large opening top with lock

DOOR LOCK, POWER

ENGINE, (Requires California Emission System for California registration)—All F-150/250 under 8500 lbs. GVWR engines require unleaded fuel; F-250 HD over 8500 lbs. GVWR and F-350 gasoline engines can use unleaded or leaded fuel. The 6.9L V-8 Diesel engine requires diesel fuel. (See Engine/Driveline Availability charts in this section)

- 5.0L 2V V-8 Available on models under 8500 lbs. GVWR only.
- 5.8L 2V V-8—Includes 11" (123.7 sq. in.) clutch w/Manual Trans. (Std. in 49 States on F-250 HD over 8500 lbs. GVWR and F-350).
- 7.5L 4V V-8—Available on models over 8500 lbs. GVWR. Includes 11 $\frac{7}{8}$ " clutch and 45-amp. hr. battery w/Manual Trans. (63-amp. hr. w/Auto. Trans.) Requires Gauge Pkg. NA w/Extra Cooling Pkg.
- 6.9L V-8 Diesel—Available on HD models over 8500 lbs. GVWR. Includes in-line fuel heater, 11 $\frac{7}{8}$ " clutch, 60-Amp. alternator, dual 83-Amp. Hr. batteries, single-element 1000-watt engine block heater, high output heater, internal engine oil cooler, 20-gal. std. fuel tank cap'y. and reduced Exterior Sound Package. Also includes Sound Insulation Package, woodgrain instrument panel, 4 $\frac{1}{2}$ " panel, warning light cluster and Diesel plaques mounted on front fenders and tailgate. Requires Gauge Pkg. NA w/63-Amp. Hr. or 81-Amp. Hr. auxiliary battery, Extra Cooling, Sports Instrumentation Package, tool storage box, dual horns or Snow Plow Special Package. Also NA w/Super Cooling or auto. trans. in combination w/stabilizer bars, Handling Package or Trailer Towing/Camper Package.

F-150	F-250	F-350
A	—	—
—	A	—
A	—	—
—	R	—
—	S	—
—	R	A
A	A	R
A	A	A
A	A	A
A	A	A
A	A	A
R	—	—
A	A	A
A	A	A
A	A	A
A	A	A
A	A	A
S	S	—
A	A	R
A	A	—
A	A	—
—	R	R
—	R	R

OPTIONAL EQUIPMENT

A = Available S = SuperCab Only R = Regular Cab Only

OPTIONAL BODILENS

F-150	F-250	F-350
A	A	A
A	A	A
A	A	A
A	A	A
A	A	A
—	R	A
A	A	A
A	A	R
A	A	A
A	A	A
A	A	A
A	A	R
A	A	A
A	A	—
A	A	A
A	A	A
A	A	A
A	R	R
A	A	R
A	A	R
A	A	A
A	—	—
—	A	A
A	A	R
A	A	A

- Air Cleaner, HD (Extra Capacity)
- Cooling Package, Extra, Incl. w/Trailer Tow/Camper Pkg. or Snow Plow Special Plus Pkg. w/gasoline engines. NA w/AC, 6.9L V-8 Diesel or 7.5L 4V V-8
- Cooling Package, Super. NA w/6.9L V-8 Diesel in combination w/stabilizer bars, Handling Pkg. or Trailer Towing/Camper Pkg.
- Engine Block Heater, Single w/4.9L I-6 and 5.0L 2V V-8. Dual w/Other gasoline V-8 engines (600 watt each, 110 volt). NA w/6.9L V-8 Diesel
- Exhaust System, (Reduced) Exterior Sound Package (incl. w/6.9L V-8 Diesel)
- Gauges, Ammeter & Oil Pressure. Req'd. w/7.5L 4V V-8 and 6.9L V-8 Diesel. (Incl. w/Trailer Tow/Camper Pkg., Snow Plow Special Plus Pkg. or Sports Inst. Pkg.)
- Oil Cooler, available w/7.5L 4V V-8. Included w/Trailer Tow/Camper Pkg.
- Sports Instrumentation (Incl. Tachometer, Ammeter & Oil Pressure Gauge and Trip Odometer) NA w/6.9L V-8 Diesel

EMISSION SYSTEM, SPECIAL HIGH ALTITUDE PERFORMANCE PACKAGE
Req'd. in High Altitude Areas on models under 8500 lbs. GVWR and on models w/7.5L 4V V-8

—Aft. of Axle in addition to Std. (NA Flareside). Includes an electric selector valve switching both fuel supply and fuel gauge.

GRILLE, CHROME (NA w/XLS trim)

HORNS, DUAL ELECTRIC (NA w/6.9L V-8 Diesel)

LIGHTS, CLEARANCE, 5 clearance & ID Lights (amber) mounted on cab roof (Incl. w/Snow Plow Special Plus Pkg.).....

—Bright Low-Mount Western Swing-Away, O/S 8" x 5", not available with XLS Trim, or Trailer Towing/Camper Pkg.

—Bright Swing-Out, Recreation, O/S, 9½" x 6", Incl. w/Trailer Towing/Camper Pkg. (NA w/XLS trim)

—Electric Remote Control Swing Away O/S 78" x 58" Not Available on Models over 8500 lbs. GVWR.

—Electric Remote-Control Swing-Away, O/S, 73 $\frac{3}{8}$ " x 53 $\frac{3}{8}$ ", Not available with XLS Trim, Trailer Tow/Camper Pkg. or Chassis Cab Models

—Lower Bodyside Protection, Bright w/Black Vinyl insert. Runs full-length and kicks-up over Wheel Openings. Available w/Styleside only w/Std. or XL trim. Included w/Deluxe/Combination/Victoria Tu-tones and XL trim. Not available with Wheelip Moldings, XLS Trim or Tri-Color Tape

—Wheelip, Bright. Available w/Styleside w/Standard or XL Trim only. NA on Standard or XL Trim w/ Lower Bodyside Protection Molding or Deluxe/Combination/Victoria Tu-tones. NA w/XLT or XLS Trim

ALL-TERRAIN TIRES

— Explorer Package available (4x2 & 4x4 models). There are two Appearance Packages (Packages A & B) and one package of functional options (Package C).

—Convenience Group, incl. interval wipers, headlights-on warning buzzer, visor vanity mirror and door map boxes (door map boxes Std. on XLT); also RH courtesy light switch & 12" inside day/night rearview mirror w/Standard trim.

14 F-Series 4x4

- Front Suspension Packages, Heavy-Duty. NOTE: Recommended only on vehicles which will permanently utilize after-market equipment such as heavy-duty winches, brush guards or other apparatus which loads the front axle to the specified gross axle weight rating (GAWR)
- Handling Package incl. front & rear stabilizer bars, HD front (Quad Front w/F-150 reg. cab) and HD rear shocks and HD front springs; incl. w/Trailer Tow/Camper Pkg. NA w/Snow Plow Special or H.D. Front Suspension Packages, or 6.9L V-8 Diesel in combination w/Super Cooling or auto. trans. w/AC
- Insulation Package, Deluxe—Includes headliner, trim moldings, black full-length floor mat and aluminum scuff plates on Regular Cab w/Standard trim. Also includes covered lower back panel w/all Regular Cab and Crew Cab trims and Standard and XL trims w/SuperCab. Included w/SuperCab w/XLT trim or optional rear seat. NA w/6.9L V-8 diesel
- Light Group, incl. these lights: glove box, ashtray, underhood, cargo box, under instrument panel courtesy, and dome w/integral map lights. Also incl. headlights-on warning buzzer and on Standard trim, RH courtesy light switch
- Lock Group Security, incl. locking gas cap(s), glove box lock, locking inside hood release, and spare tire lock (w/underframe carrier or inside box mounted carrier)
- Protection Group incl. bright door edge guards, front bumper guards and black front bumper rub strip (NA w/XLS trim)
- Snow Plow Special Base and Plus Packages. Added weight for plow and associated hardware must not exceed 680 lbs. (F-150), 825 lbs. (F-250/350). Allowance for permanently attached equipment is 270 lbs. (F-150), 390 lbs. (F-250/350). Center of gravity must be located over rear axle when a snow plow is attached. For additional information see Ford Truck Body Builders Layout Book
- Trailer Towing Package
- Trailer Towing/Camper Package

PAINT, COLOR GLOW

PAINT/TAPE STRIPES

- Regular Tu-tone
- Deluxe Tu-tone
- Combination Tu-tone (combination of Regular and Deluxe Tu-tones)
- Victoria Tu-tone (avail. Styleside Pickups only)
- Accent Tape Stripe—Wide Stripe fills Lower Portion of Bodyside Chamfer between the Front Side Marker Lamp and Taillamp. Narrow Stripe runs under the Chamfer from the front edge of the Side Marker Lamp to the Taillamp. Available w/Styleside only. NA w/Deluxe or Combination Tu-tones, XLS Trim, or Tri-Color Tape Stripes.
- Tri-Color Tape—Upper Section runs above the Chamfer from the front edge of the Side Marker Lamp to "B" Pillar, up the "B" Pillar and over the Roof. Lower Section also begins at the front edge of the Side Marker Lamp and runs full length below the Chamfer. Available w/Styleside only. Deletes Bodyside Moldings (less Wheel lips) w/Optional Trim. NA w/Tu-tone Paint, XLS Trim, Lower Bodyside Protection Moldings, or Accent Tape Stripe

RADIOS/SPEAKERS, w/fender mounted flexible antenna. (All radios have "T" Traveler's advisory indicator).

- AM Radio Credit. Incl. instrument panel center pod trim panel w/o radio opening. NA w/Digital Clock or XLS Trim
- AM/FM Monaural
- NOTE: Monaural Radio is push-button type w/single instrument panel mounted speaker
- AM/FM Stereo
- AM/FM Stereo w/Cassette Tape Player
- NOTE: All Stereo Radios are push-button type w/dual door mounted speakers

SEAT TRIM

- HD Black Vinyl w/Black seat belts w/Standard trim only
- Knitted vinyl, color-keyed (XLT sew style same for all trim levels)
- Cloth & vinyl color-keyed with Standard trim only (XLT Sew Style)
- Cloth & vinyl color-keyed (Explorer-level seat trim), no-cost option for XLT trim.

SEATS, CAPTAIN'S CHAIRS (SuperCab only) Driver & Pass., color-keyed w/cloth front bolsters & inserts and black pedestal (seat back tilts forward & reclines). Incl. color-keyed seat belts (NA w/Center Facing Jump Seats)

SEATS, REAR (SuperCabs only)

- Two Center Facing Jump Seats, color-keyed, Incl. moveable back, swing down leg & black lap belts. Also incl. lower rear quarter & lower rear trim panels w/Standard & XL trims. Seat folds up & is held against rubber bumper on cab wall by retainer strap. (NA w/Capt. Chairs or Forward Facing Seat)

F-150	F-250	F-350
R	A	A
A	A	A
A	A	A
A	A	A
A	A	A
R	R	R
A	A	A
A	A	A
A	A	A
A	A	R
R	R	R
A	A	A
A	A	A
A	A	A
R	R	R
A	A	A
A	A	A
R	R	R
S	S	—
S	S	—

A = Available S = SuperCab Only R = Regular Cab Only

—Forward Facing Seat, patterned vinyl w/vertical pleats & 1/2" filler pads. Color-keyed seat can be folded down to form flat floor area. Handle at base of seat to flip seat into floor. Includes 3 sets of black belts. Also incl. lower rear quarter & lower rear trim panels w/Standard & XL trims. (NA w/Center Facing Jump Seats)

SHOCK ABSORBERS

—HD Front & Rear (incl. w/Handling Pkg. on F-150 SuperCab & F-250/350 Models, Snow Plow Special Pkgs. and HD Front Suspension Package)

—Quad HD Front & HD Rear (Incl. w/Handling Package on F-150) NA with Snow Plow Special or HD Front Suspension Packages

SKID PLATES (For std/optional fuel tank(s) & transfer case)

SPARE TIRE CARRIER

—Side mounted in box, w/8' Styleside only (LH only). Requires Spare Tire and Wheel w/F-250/350. NA w/10x15C tires

SPARE TIRE & WHEEL Incl. Underframe Carrier

SPARE WHEEL ONLY Incl. Underframe Carrier

SPEED CONTROL, integral with 15" steering wheel, woodtone hornpad. Incl. "Resume" feature.

SPRINGS

—Front, HD. Incl. w/Handling Pkg. (NA w/HD Front Suspension or Snow Plow Special Pkgs., or if max. springs are computer selected as standard equipment)

—Rear, HD—Rating on order form

—Rear, Aux.

STABILIZER BARS

—Front & Rear (Incl. w/Handling Pkg. NA w/SuperCab w/HD Front Suspension Pkg. or w/6.9L V-8 Diesel in combination w/Super Cooling or auto. trans. w/AC)

STEERING WHEEL, Tilt

TIRES

—All-Terrain-type w/raised white letters

—Sport-multi-surface-type (10.00/10.00R x 15C) w/raised white letters. Available in sets of 5 only and includes 5 Styled Steel 15" x 7.0" wheels

—Sport-multi-surface-type w/raised white letters

—WSW

TOOL BOX, STORAGE, molded plastic w/hinged lid. Located under hood on the driver's side inner fender. Approx. 13" x 7 1/2" x 8". (NA w/Aux. Battery or 6.9L V-8 Diesel)

TRANSMISSION, (See Engine/Driveline Availability charts in this section)

—4-speed Manual Overdrive

—SelectShift, 3-speed Automatic —Includes 45-amp. hr. battery and intank trans. oil cooler (63-amp. hr. w/7.5L 4V V-8. Also incl. Aux. Transmission Oil Cooler on F-250 HD & F-350)

—Auxiliary External Auto. Trans. oil cooler—Requires Automatic Transmission. Required w/Snow Plow Special Packages. Included w/Trailer Tow/Camper Package, and F-250 HD over 8500 lbs. GVWR and F-350 models. Requires Air Conditioning, extra or super cooling on models under 8500 lbs. GVWR with 5.0L or 5.8L V-8

WHEEL COVERS, Not available with Cast Aluminum or Styled Steel Wheels

—Sport (Turbine Style), 15" wheels only. Not available with 10 x 15C tires or XLS Trim.

WHEELS

—Cast Aluminum, painted argent with bright hub ornament, set of four 15" x 6.0" with 15" x 6.0" steel spare, or set of five. Not available with 10 x 15C tires, Snow Plow Special or H.D. Front Suspension Packages

—White, Styled Steel Painted w/black hub ornament, 15" x 7.0" set of four w/15" x 6.0" steel spare or set of five (five incl. w/10 x 15C tires) NA w/Snow Plow Special or H.D. Front Suspension Packages or XLS Trim

—Deluxe Argent Styled Steel w/bright hub ornament and trim, 15" x 7.0" set of four w/15" x 6.0" steel spare or set of five (five incl. if selected w/10 x 15C tires) NA w/Snow Plow Special or H.D. Front Suspension Pkgs. or XLS Trim

—Spare Cast Aluminum/styled steel, matching spare tire and wheel with XLS trim or the above wheels. Included with 10 x 15C tires

WINDOWS

—Sliding Rear, tinted glass

—Power, Front, Dual Switch on Driver's side and single switch for Passenger.

F-150	F-250	F-350
S	S	—
A	A	A
R	—	—
A	A	A
A	A	A
—	A	A
—	A	A
A	A	A
A	A	R
A	A	R
A	A	A
A	A	A
—	A	A
A	—	—
A	—	—
A	—	—
A	A	A
A	—	—
A	A	A
A	—	—
A	—	—
A	—	—
A	—	—
A	A	A
A	A	R

A = Available S = SuperCab Only R = Regular Cab Only

F-150 4x4 TIRE/WHEEL AVAILABILITY

TIRE SIZE	Belt Type	Tire Type				Standard Wheel Size	Application
		Highway		Multi-Surface			F-150
		BSW	WSW	BSW	OWL		
Radial Ply Tires P235/75R-15XL 10Rx15C ⁽¹⁾	Steel Steel	X —	X —	X —	X X	15 x 6.0JK 15 x 7.0JJ	S O
Bias Ply Tires 10x15-C ⁽¹⁾⁽²⁾	None	—	—	—	X	15 x 7.0JJ	O

NOTE: Black Sidewall (BSW) Highway Type tires are standard equipment.

(1) Not available with Snow Plow Special or HD Front Suspension Pkgs., or in-box spare tire carrier.

(2) Not available with limited slip front axle.

CODE: BSW = Black Sidewall Tires; WSW = White Sidewall Tires; OWL = Outline White Letter Tires;
S = Standard; O = Optional.

F-250/350 4x4 TIRE/WHEEL AVAILABILITY

Tire Size	Tire Type			Standard Wheel Size	F-250 Under 8500 lbs. GVWR		F-250 HD Over 8500 lbs. GVWR and F-350
	Highway	All-Terrain			Regular Cab	SuperCab	
	BSW	BSW	RWL				
Radial Ply Tires							
LT215/85R-16Ch ¹	X	—	—	16.0 x 6.0K	S	NA	NA
LT215/85R-16D	X	X	—	16.0 x 6.0K	O	S	NA
LT235/85R-16D	X	X	—	16.0 x 6.0K	O	O	NA
LT235/85R-16E	X	X	X	16.0 x 6.0K	O	O	S
7.50R-16D	X	X	—	16.0 x 6.0K	O	O	NA

NOTE: Black Sidewall (BSW) Highway Type tires are standard equipment. All tires listed are of polyester body with steel belt construction. Black sidewall all-terrain tires are available only for front- and rear-wheel applications; they are not available for spare tire use. Outline white letter tires are available in sets of four or five.

CODE: BSW = Black Sidewall Tires; OWL = Outline White Letter Tires; S = Standard; O = Optional; NA = Not Available.

(1) Not available with Snow Plow Special Packages or HD Front Suspension Package "8".

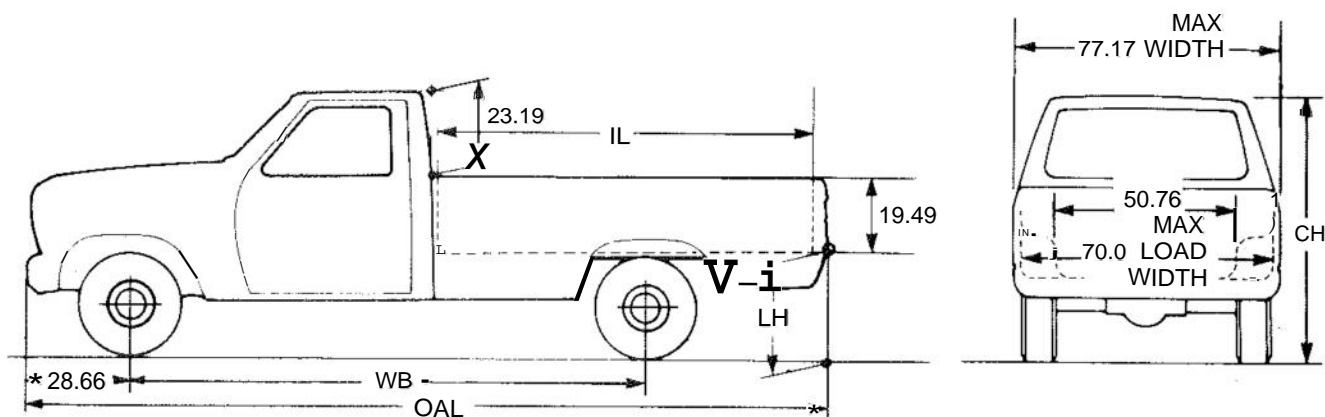
GENERAL SPECIFICATIONS

F-SERIES 4x4

DIMENSIONS AND WEIGHTS

Dimensions are for base models with standard equipment. Angles and ground clearance dimensions are at full payload. Weights include standard equipment, fuel, water and oil.

REGULAR CAB STYLESIDE PICKUPS

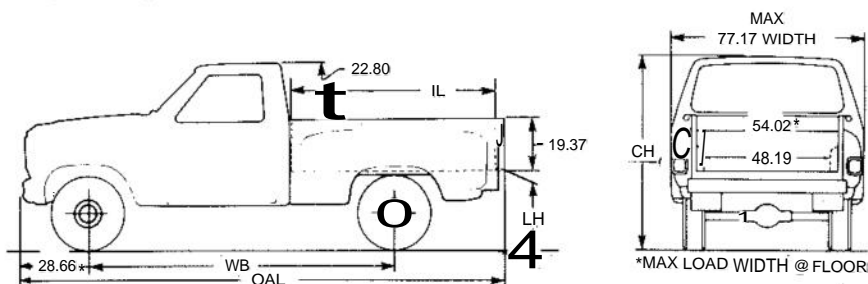


Model	Wheelbase (WB) in.	Interior Length (IL) (At Floor) in.	Load Height (LH)		Cab Height (CH) Empty in.	Overall Length (OAL) in.	Turning Dia. (Curb-to-Curb) Power Steering ft.
			Empty in.	Loaded in.			
F-150 4x4	116.8 133.0	82.1 98.2	32.6 32.5	27.0 26.9	73.4 73.1	192.1 208.3	40.2 44.9
F-250 4x4 Under 8500 lbs. GVWR	133.0	98.2	33.9	28.5	75.6	208.3	46.2
F-250 H.D. 4x4 Over 8500 lbs. GVWR	133.0	98.2	34.6	28.7	76.3	208.3	50.4
F-350 4x4	133.0	98.2	33.3	28.8	75.8	208.3	50.4

CURB WEIGHTS (lbs.)

Model	Wheelbase	Front	Rear	Total
	In.			
F-150 4x4	116.8 133.0	2303 2391	1523 1529	3826 3920
F-250 4x4 Under 8500 lbs. GVWR	133.0	2544	1591	4135
F-250 H.D. 4x4 Over 8500 lbs. GVWR	133.0	2637	1735	4372
F-350 4x4	133.0	2666	1758	4424

REGULAR CAB FLARESIDE PICKUPS

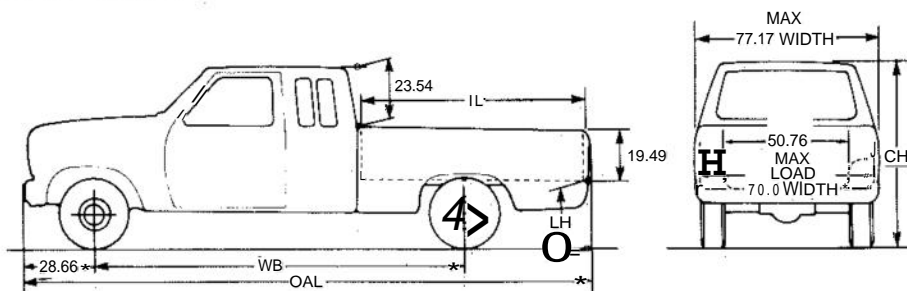


Model	Wheelbase (WB) in.	Interior Length (IL) (At Floor) in.	Load Height (LH)		Cab Height (CH) Empty in.	Overall Length (OAL) in.	Turning Dia. (Curb-to-Curb) Power Steering ft.
			Empty in.	Loaded in.			
F-150 4x4	116.8	79.8	33.5	28.8	73.4	189.3	40.2

CURB WEIGHTS (lbs.)

Model	Wheelbase in.	Front	Rear	Total
	in.			
F-150 4x4	116.8	2302	1551	3853

SUPERCAB STYLESIDE PICKUPS



Model	Wheelbase (WB) in.	Interior Length (IL) (At Floor) in.	Load Height (LH)		Cab Height (CH) Empty in.	Overall Length (OAL) in.	Turning Dia. (Curb-to-Curb) Power Steering ft.
			Empty in.	Loaded in.			
F-150 4x4	155	98.2	32.1	26.9	73.3	230.3	51.5
F-250 4x4 Under 8500 lbs. GVWR	155	98.2	34.2	29.1	75.2	230.3	53.0

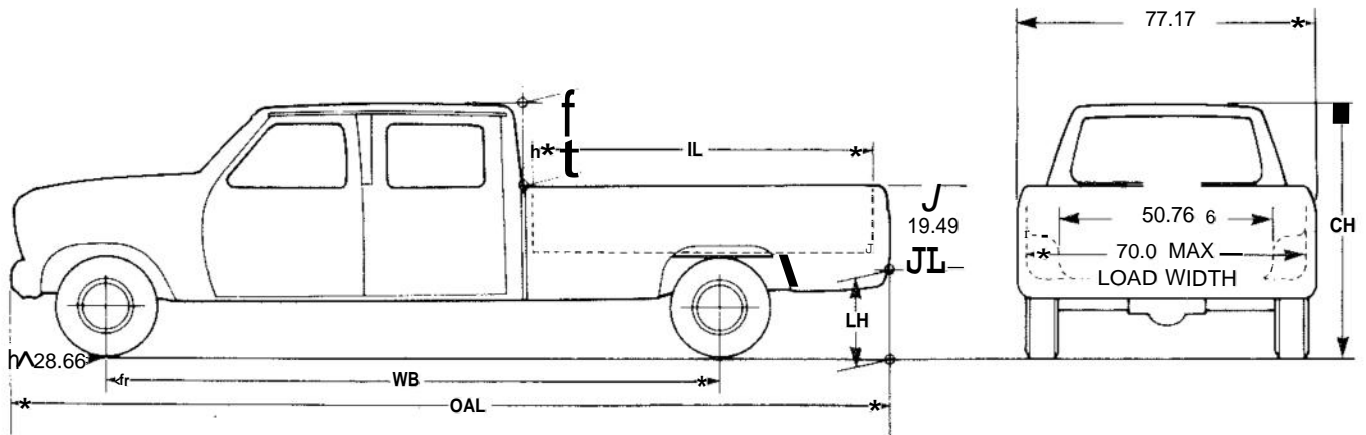
CURB WEIGHTS (lbs.)

Model	Wheelbase in.	Front	Rear	Total
	in.			
F-150 4x4	155	2535	1656	4191
F-250 4x4 Under 8500 lbs. GVWR	155	2744	1793	4537

GENERAL SPECIFICATIONS cont'd

F-SERIES 4x4

CREW CAB STYLESIDE PICKUPS

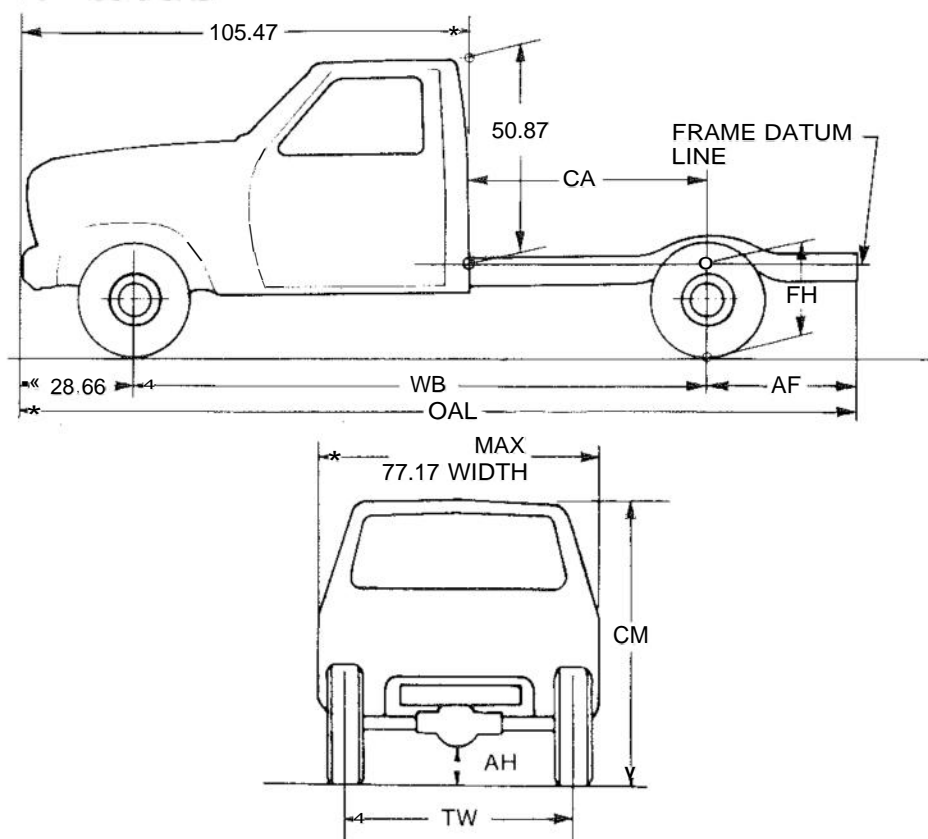


Model	Wheelbase (WB) in.	Interior Length (IL) (At Floor) in.	Load Height (LH)		Cab Height (CH) Empty in.	Overall Length (OAL) in.	Turning Dia. (Curb-to-Curb) Power Steering ft.
			Empty in.	Loaded in.			
F-350 4x4	168.4	98.2	34.2	29.6	76.7	237.6	62.25

CURB WEIGHTS (lbs.)

Model	Wheelbase	Front	Rear	Total
	in.			
F-350 4x4	168.4	3000	1948	4948

REGULAR CAB CHASSIS CAB



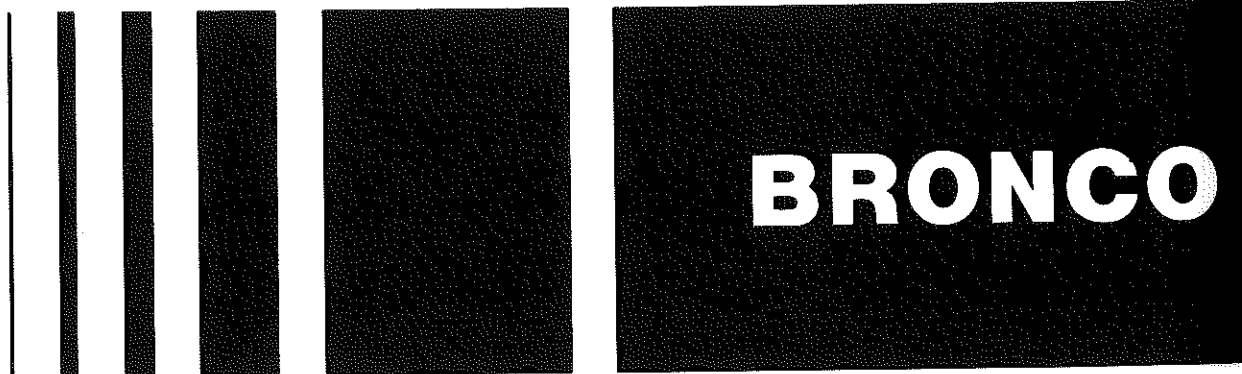
Model	Wheelbase (WB)	Cab to Rear Axle (CA)	Axle to Frame (AF)	Frame Height (FH)		Axle Height (AH)	Tread Width (TW)		Cab Height (CH)	Overall Length (OAL)	Turning Dia. (Curb-to-Curb) Power Steering
	in.	in.	in.	Empty	Loaded	Loaded	Front	Rear	Empty	in.	ft.
F-250 4x4	133	56.2	40.5	27.6	21.7	8.1	66.7	64.3	76.5	201.9	50.4
F-350 4x4	133	56.2	40.5	26.0	21.1	8.4	66.9	64.3	76.0	201.9	50.4

CURB WEIGHTS (lbs.)

Model	Wheelbase	Front	Rear	Total
	in.			
F-250 4x4	133	2629	1365	3994
F-350 4x4	133	2659	1391	4050

ENGINE/DRIVELINE AVAILABILITY

NOTE: Powertrain (Engine/Transmission/Axle) Application Charts, previously provided in this Section, will now be found in the Powertrain Section (4th Tab) of this 1983 Light Truck Facts Book.



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NOTE: Powertrain (Engine/Transmission/Axle) Application Charts, previously provided in this Section, will now be found in the Powertrain Section (4th Tab) of this 1983 Light Truck Facts Book.

TRIM SELECTIONS

BRONCO 4x4

BRONCO STANDARD TRIM FEATURES

The following features are standard equipment on Bronco utility vehicles:

EXTERIOR

BUMPER—Front and Rear—Contour, Gloss Black

DOOR HANDLE/LOCK—Bright, Push Button-Type with Black Button. Lock Key Slot is Below Handle

EMBLEM—Bright "BRONCO" on Both Front Fenders Behind Wheel Opening and Below Bodyside Chamfer

FORD OVAL—7", with Blue Background, in Center of Grille and in Lower Left Corner on Tailgate

GLASS—Clear Glass All Around

GRILLE—Black with Bright Surround of Insert, Headlights and Parking Lights

KEYS—See "Interior" List for Description

LIGHTING AND REFLECTORS:

- Front—Left and Right, Combination Turn Signal and Parking Lights, Amber Lens with Clear Bulb, Below Headlights
- Left and Right, Rectangular Halogen Headlights
- Left and Right Amber Bodyside Combination Marker/Reflector Lights

- Rear—Left and Right Red Taillights—Integral with Turn Signals, Stoplights, Backup Lights and Reflectors, Wraparound Style with Integral Side Marker Reflector

- Rear—2 License Plate Lights in Bumper

MIRROR—Bright, 5.5" x 4.25", Door-Mounted, Both Side Doors

MOLDING—Bright Windshield Surround

ROOF:

- Front Metal Portion is Double-Wall with Sound Absorber Between Panels
- Rear Fiberglass—Black, White, Red, Blue, Tan (Inside of Roof Same Color as Outside)

TAILGATE—Swing-Down Type

WHEEL COVERS—Sport Turbine Style

WINDOWS:

- Tailgate Window—Power-Operated with Switch on Heater Controls, or Opens from Outside with "Door Lock" Key
- Windshield—Laminated, with Bright Surround Molding
- Tempered Glass—All Windows Except Windshield

WINDSHIELD WASHER/RADIATOR OVERFLOW—62-fl. oz. Washer Reservoir and 73-fl. oz. Radiator Overflow Capacities

WINDSHIELD WIPER—Two-Speed Electric, with 18" Blades on Black Wiper Arms

INTERIOR

COAT HOOK—Two, on "B" Pillars—White with White or Fawn Roofs, Black with all Other Roof Colors

COURTESY LIGHT SWITCH—Operated by Driver's Door or Headlight Switch

COWL SIDE TRIM—Color-Keyed* Plastic, Wraps Around Lower "A" Pillar and Fresh Air Vent

DOME LIGHT—On Roof Between "B" Pillars, White Translucent Lens

DOOR TRIM/HARDWARE:

- Armrests—Full-Padded, Color-Keyed,* Both Front Doors
- Checks—2-Position
- Locks, Interior—Keyless, Bullet-Shaped Push/Pull Button with Override at Rear of Lower Window Frames, Both Front Doors
- Handles—Paddle-Type with Textured Inboard Surface, Bright and Vinyl Sight Shield
- Trim Panels—With Integral Armrest and Speaker Grille, Color-Keyed*
- Vent Window Handles—Black Wedge-Type with Bright Metal Window Lock Button. Handle is Vertical in Locked Position
- Window Regulators—Bright with Clear Knob

FLOOR COVERING/INSULATION:

Front: One Piece Rubber Floor Mat with Carpet Grain Texture, Color-Keyed,* (Includes Heel Pad on Driver's Side with Air Conditioning). Mat Extends from Front of Cab to Back of Front Seat. One Layer of Fiber Pad Insulation Attached to Mat, Covering Floor to Front Seat

Rear: Color-Keyed Mat with Floor Filler (Including Wheelwells) from Front Seat to Tailgate

FLOOR—Footwell Behind Front Seats for Comfort with Flip-Fold Rear Bench Seat

FRESH AIR BLEND HEATER & DEFROSTER—Includes 3-Speed Hi/Low Switch, 6" x 8" Core, Three Outlet Defroster Nozzles

FRESH AIR VENTS—Left Hand/Right Hand Slide Control Handle. Color-Keyed* in Left and Right Side Cows. Not Available with Air Conditioning

FUSE PANEL—Mounted on the Dash Panel Under the Instrument Panel on Driver's Side. Panel Cover Identifies Fuse Usage and Location for Replacement

HOOD RELEASE—Inside—Handle at Left of Steering Column Under Instrument Panel

HORN—Single

INSTRUMENT PANEL—COMPLETE: One Piece Panel with Full-Width Pad and Padded Appearance Molded Into the Right Side of the Panel Above the Glove Box, Color-Keyed.* Also Includes Two Trim Panels Which Cover the Cluster and Center

Pod Areas (Solid Center Pod Trim Panel in Designated Radio Area with Radio Delete; No Cover Plate). Black Mesh Weave with Bright Raised Surround Bead. Bright Bead on Cluster Panel Also Encompasses Brow Warning Light Windows, Cluster Face, Headlight and Windshield Wiper/Washer Control Knobs and Integral Storage Bin. Bright Surround on Center Pod Panel Also Encompasses Brow Windows, Optional Digital Clock, Trim Nomenclature and Heater Control. Instrument Panel Incorporates the Following Items:

- Ashtray—Below Center Pod, Tip-Down Type, Color-Keyed*
- Cigarette Lighter—Behind Ashtray Door in Center Pod of Instrument Panel. Includes Light
- Cluster Brow Warning Lights—Recessed and Visible Only When Illuminated. Seven Windows from Left to Right, as Follows:
 - Blank
 - Left Turn Signal Arrow, Green
 - "FASTEN BELTS" with Blue ISO Symbol, Red
 - "HIGH BEAM" with Blue ISO Symbol, Blue
 - "BRAKE", Red
 - Right Turn Signal Arrow, Green
 - "4x4", Lock Indicator, Amber
- Cluster Face Gauges/Warning Lights/Instruments/Trim Plates:
 - Gauge and Warning Light Cluster—At Upper Right of Steering Column, Black Cross Hatch Background with White Lettering and ISO Symbols, Includes "FUEL" Gauge in Upper Left, Temperature Gauge "TEMP" in Lower Left, Oil Pressure Gauge in Upper Right and Ammeter in Lower Right
 - Speedometer—At Upper Left of Steering Column, Black Cross Hatch Background with White Numbers and Hashmarks. MPH Indicates "0-85" in Upper Case Numerals and Hashmarks with "55" Highlighted by White Surround Box. PH Indicates "0-130" in Lower Case Numerals and Hashmarks in Orange Color. Also Includes Integral Odometer Below Speedometer Pivot
 - PRNDL—Above Steering Column, Integral with Cluster. Includes Black Knock-Out Type Dust Plug with White Decoration with Manual Transmission. Includes Lighted PRNDL with Optional Automatic Transmission
 - Tachometer Trim Plate—Above PRNDL, Black with White Cross and Hashmark Decoration. Tachometer is Optional at Extra Cost

*Color-Keyed in Black, Red, Dark Blue or Tan.

BRONCO STANDARD TRIM FEATURES (cont'd)

- **Glove Box Door**—In Lower Right Side of Panel. Includes Black Squeeze-Type Latch and Hinge Assembly with Integral Stops Which Hold Door at Horizontal When Open (No Check Straps). Inner Door Incorporates Coin Token Slots and Two Cup Depressions, Color-Keyed*
- **Headlight Switch**—Bright Knob at Left of Steering Column Outboard of Wiper Control Knob. Lighted ISO Symbol to Left of Knob
- **Heater/Defroster Controls**—In Lower Portion of Center Pod Trim Panel, Black with White Lettering and ISO Symbols, Fresh Air Blend with 3-Speed Hi/Lo Switch, with "Cool" and "Warm" Below Lens and Bright Knobs
- **Storage Bin**—On the Right Side of Steering Column, Molded into the Cluster Trim Panel; Suitable for Holding Coins, Gum, Cigarettes, Etc. Approximate Opening Dimensions 5.33" (Wide) x 3.88" (Deep) x 2.25" (High)
- **Windshield Wiper/Washer Control**—Bright Knob at Left of Steering Column Inboard of Headlight Switch. Lighted ISO Symbols to Left of Knob

KEYS—Two Key System; One for Ignition, One for Door Locks and Items in the Optional Security Group. (Unique Keys Used for Gas Caps and Swing-Away Spare Tire Carrier.)

MIRROR—Windshield Mounted, Day/Night, Framed, Black

MOLDINGS—Color-Keyed*:

- "A" Pillar
- Windshield Header
- Fiberglass Roof—Header and Rear Quarter Windows Keyed to Roof

PARKING BRAKE RELEASE HANDLE (For Foot Operated Parking Brake)—Left of

Steering Column Under Instrument Panel
RADIO, AM—5 Push Buttons, Monaural, with Single Speaker

SEATS:

- **Driver:** Bucket Type, Adjustable, with 5.5" Travel and Tilting Back
- **Right Front Passenger:** Fixed Back Bucket Type. Seat Pivots on the Front Mount to Provide Rear Ingress/Egress
- **Pedestal**—Black
- **Seat Trim**—Color-Keyed* Vinyl
- **Seat Belts:** Include a 3-Point Continuous Loop Lap-Shoulder Belt Combination for Driver and Right Front Passenger. Belt Webbing, Boot Stiffeners, Plastic Buckles are Black with D-Ring Cover and Retractor Trim Cover Color-Keyed.* Includes Timed Warning Light and Buzzer
- **Flip Fold**—Rear Bench Seat. Easily Removable. Matches Front Seat Color, Sew Style and Material, Folds Forward for Flat Cargo Area in Rear, Black Bottom Cover, Includes Color-Keyed Floor Mat for Rear Area; Armrest and Ashtrays. In addition, 3 Sets of Lap Belts are Attached to the Seat Cushion Frame for Added Flat Cargo Area When the Seat is Folded Forward. All Belts are Black

SCUFF PLATES:

- **Front Doors**—Black Plastic
- **Tailgate**—Bright Aluminum

SPARE WHEEL COVER—With Inside Carrier, Black Grained Vinyl (Not Available with 10" x 15" Tires)

STEERING COLUMN/WHEEL:

- **Column**—Incorporates the Following Switches/Levers:
 - Emergency Flasher Switch—On Lower Right Side of Column. The Word "HAZARD" and ISO Symbol are Printed in White on Black Knob

—Ignition Switch—(Includes Key Release Button with Manual Transmission) Locking Switch on the Upper Right Side of Column, Bright

—Shift Lever—On Upper Right Side of Column Below Ignition Lock, Black Lever with Black Knob

—Turn-Signal Switch—On Left Side of Column, Black Lever with Black Knob

- **Wheel**—Two-Spoke Wheel, 15" Diameter, with Vinyl Horn Pad, Black with Argent Ford Oval on Center of Pad

SUN VISORS—Color-Keyed* Vinyl Visors, Reinforced (No Center Clips) with Color-Keyed* Brackets and Bright Rods

TRIM PANELS:

- **Rear Quarter**—Black Hardboard with Color-Keyed* Garnish Molding (Includes Armrests with Rear Flip-Fold Bench Seat)
- **Cowl Side Trim**—Color-Keyed Plastic, Wraps Around Lower "A" Pillar and Fresh Air Vent

DOOR TRIM/HARDWARE:

- **Armrests**—Full Padded LH/RH, Color-Keyed
- **Checks**—2 Position
- **Locks**—Keyless Interior Bullet-Shaped Push/Pull Button with Override, Button Located on Rear of Lower Window Frames
- **Handle**—Paddle-Type with Textured Inboard Surface, Bright and Vinyl Sight Shield
- **Trim Panel**—Plastic with Integral Armrest and Speaker Grille (Color-Keyed*)
- **Vent Window Handle**—Black Plastic Wedge-Type with Bright Metal Window Lock Button. Handle is Vertical in Locked Position
- **Window Regulator**—Bright with Clear Plastic Knob

*Color-Keyed in Black, Red, Dark Blue, or Tan.

BRONCO XLT TRIM FEATURES

The optional Bronco XLT trim includes the following items in addition to, or in place of, Standard trim items:

EXTERIOR

BUMPERS, BRIGHT—Front and Rear Contour-Type

XLT EMBLEM—Mounted Below "Bronco" on Both Front Fenders

MOLDINGS, BRIGHT:

- **Lower Bodyside**—Black Vinyl Inserts on Bright Aluminum, Entire Length of Vehicle, Above Rocker Panel Areas and Around Fenders
- **Rear Side Windows**

TAILGATE APPLIQUE—Stamped, Brushed Aluminum with Black Tape on Lower Portion of Tailgate Applique. Ford Oval in Lower Left Corner Above Tape Stripe

INTERIOR

CARGO LIGHT—Located on Left Side Trim Panel Behind Rear Quarter Armrest. Operated by Headlight Switch

CARPETING—Cut-Pile, Color-Keyed.* Extends from the Front of the Floor Pan up to the Tailgate (Including Rear Wheel Housings)

COURTESY LIGHT SWITCH—Operated by Passenger Door

DOOR TRIM PANELS—Bright Surround on Insert and Storage Bin on Lower Door. Woodtone Applique in Speaker and Door Handle Area. Includes Sound Absorbing Material in Front Doors, Color-Keyed*

HEADLINING—Front Compartment—Vinyl-Covered with Foam Padding, Color-Keyed.* Headliner Held in Place by Garnish Moldings

INSTRUMENT PANEL—Bright Molding Around Instruments and Controls with Woodtone Applique Over Instrument Cluster and Center Pod

INSULATION ITEMS—Includes all Standard Items Plus the Following Items:

- **Door**—4" x 8" Filler Pad on Back of Trim Panel
- **Floor Deadeners**—Fiber Under Carpet and Foilboard Under Rear Floor
- **Headliner**—0.09" Foam Padding Behind Vinyl
- **Quarter Trim Panel**—Fiber Padding Behind Panel

SCUFF PLATES—Bright Aluminum, at Front Doors

SEAT:

- **Deluxe Belts**—Same as Standard Seat Belts Except Webbing and Boot Stiffeners are Color-Keyed* with Color-Keyed* Plastic Buckle
- **Trim**—Patterned Cloth or Vinyl Inserts.

*Color-Keyed in Black, Red, Dark Blue or Tan.

BRONCO XLT TRIM FEATURES (cont'd)

Cloth Seats Include Cloth Facings, Except Bench Seats Have Vinyl Facings

STEERING WHEEL—Black Horn Pad with Woodtone Surround, Argent Periphery and Blue Ford Oval Medallion. Includes Simulated Leather Wrapping

SEAT:

- Deluxe Belts—Same as Standard Seat Belts Except Webbing and Boot Stiffeners are Color-Keyed* with Color-Keyed* Plastic Buckle
- Trim—Patterned Cloth or Vinyl Inserts.

Cloth Seats Include Cloth Facings, Except Bench Seats Have Vinyl Facings

*Color-Keyed in Black, Red, Dark Blue or Tan.

BRONCO XLS TRIM FEATURES

The optional Bronco XLS trim includes the following items in addition to, or in place of, XLT trim items:

EXTERIOR: Delete All Moldings and Tailgate Applique

BLACK GLOSS Paint Treatment on the Following Parts:

- Grille Insert and Upper/Lower Bars
- Handles and Locks (Including Tailgate)
- Mirrors—9" x 6" Low-Mount Swing-Lock
- Headlight Doors
- Front/Rear Bumper
- Front Windshield Molding

STYLED STEEL WHEEL (4)—Argent with

Black Center Hub. (No Trim Rings.) Optional Cast Aluminum Wheels Available

TAPE STRIPE—Tu-tone—4 Different Combinations. One Color Above and Two Colors Below the Chamfer Depression, Joined by Body Color Tape in Chamfer, with "XLS" Near Taillight (Deletes Bodyside and Wheelip Moldings)

INTERIOR

COURTESY LIGHT SWITCH—Operated by

Driver's Door or Headlight Switch

DOOR TRIM PANEL—Same as Standard Door Trim Except Bright Surround on Insert

INSTRUMENT PANEL—Brushed Aluminum Applique Replaces Woodtone Applique

STEERING WHEEL—Brushed Aluminum Applique on Horn Pad

"XLS" PLAQUE—Mounted on Center Pod of Instrument Panel

STANDARD CHASSIS EQUIP'T SPECS

BRONCO 4x4

MODEL & SERIES	BRONCO (U-150)
WHEELBASE (in.)	104.7
POWERTRAIN: Engine—Application —Displacement —Type Transmission—Type —Speeds —Low & High Gear Ratios Clutch Diameter Transfer Case—Type —Low & High Gear Ratios Fuel Tank Capacity—	50 States 4.9L (300 CID) 1V I-6 Manual 4-Speed 6.32:1/1.00:1 10" Part-Time, 2-Speed 2.61:1/1.00:1 32.0 Gal. (121 L)
SUSPENSION, FRONT: Front Axle—Type —Capacity —Ratio Front Springs—Type —Rating Front Shock Absorbers Front Hubs Steering—Type —Ratio	Twin-Traction Beam IFS 3550 lbs. 3.08:1 49 States—3.55:1 Calif. Coil Computer Selected 2450 lbs. @ Gd. Combined (Min.) 1 $\frac{3}{16}$ " Free Running, Manual Control Power, Ford XR-50 17.0:1
SUSPENSION, REAR: Rear Axle—Type —Capacity —Ratio Rear Springs—Type —Rating Rear Shock Absorbers	Semi-Floating, Ford 3750 lbs. 3.08:1 49 States—3.55:1 Calif. Leaf, Single Stage—Constant Rate 3221 lbs. @ Gd. Combined (Min.) 1"
BRAKES: Front Disc Brakes—Size —Type Rear Drum Brakes—Size —Type Power-Assist Unit—Type —Effective Diameter Parking Brake (Rear Brakes)	11.65" dia. Single Piston Floating Caliper 11- $\frac{1}{32}$ " x 2- $\frac{1}{4}$ " Self-Adjusting Single Diaphragm 9.84" Foot Operated, Handle Release
ELECTRICAL: Alternator Rating Battery—Type —Ampere-Hours —Cold Crank Amps.	40 Amperes, 600 Watt Maintenance-Free 36 (45 w/Auto. Trans.) 310 (380 w/Auto. Trans.)
FRAME: Type Section Modulus	Single Channel, 36,000 psi Steel 3.66 cu. in.
WHEELS & TIRES: Wheels—Type & Number —Size Tires—Type —Size Spare Carrier Location	5-Hole Disc, Five 15" x 5.5"K Tubeless Glass-Belted Radial Ply BSW P215/75R-15SL Inside, Right Rear Side Wall

STANDARD EQUIPMENT

STANDARD EQUIPMENT FEATURES

BRONCO 4x4

STANDARD EQUIPMENT FEATURES

Standard equipment features shown in this section are only highlights of the Bronco 4x4. Apart from interior trim and seating, and body sheet metal and fiberglass components, the Bronco and F-Series F-150 4x4 share the same standard chassis features. For detailed information on the following Truck-Tough components, refer to the F-Series 4x4 section:

- **Twin-Traction Beam Independent Front Suspension**
- **Steering**
- **Brakes**
- **Axles**
- **Transfer Case**

BRONCO—TRUCK TOUGH 4x4

- Body-on-frame construction
- Ladder-type frame with rails up to 7" deep and five cross members, proven Ford truck tough
- Twin-Traction Beam independent front suspension—a Ford patented feature—incorporates the traction of four-wheel drive with the proven ride advantages of independent front wheel action
- Bronco's standard 4.9L I-6 engine was engineered specifically for trucks and designed to produce excellent torque at low engine speeds for pulling power even in rough off-road service

- Transfer case allows easier shifting, towing in "Neutral" position and efficient operation in 2-wheel drive mode for good gas mileage over the highway
- Truck-type transmission and Twin-Traction Beam independent front suspension are designed for rough service
- Ford-engineered double-wall construction is used in Bronco's steel cab roof and hood
- A three-year limited corrosion perforation warranty is offered with 1983 Light Trucks

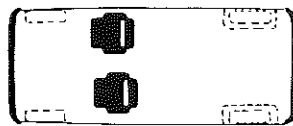
STANDARD COMFORT FEATURES



2-PASSENGER PACKAGE, LH/RH Front Bucket Seats w/Rear Seat Delete



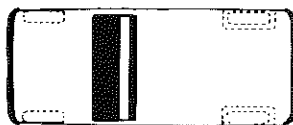
5-PASSENGER PACKAGE, Standard LH/RH Front Bucket Seats, Std. 3-Pass. Rear Bench Seat



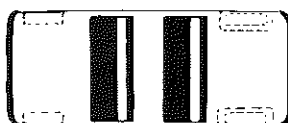
2-PASSENGER PACKAGE, Optional Dual Captain's Chairs w/Rear Seat Delete



5-PASSENGER PACKAGE, Optional Dual Captain's Chairs, Std. 3-Pass. Rear Bench Seat



3-PASSENGER PACKAGE, Optional 3-Pass. Front Bench Seat w/Rear Seat Delete



6-PASSENGER PACKAGE, Optional 3-Pass. Front Bench Seat, Std. 3-Pass. Rear Bench Seat

- Full-foam standard front bucket seats give comfortable support in both seat and back cushions
- Driver's seat control is located at front of cushion for easy fore-aft adjustment
- Windshield wiper motor is located in the engine compartment, providing quiet operation
- Rubber insulators between front spring seats and springs, larger diameter rear spring insulators and strategically located body-to-frame insulators help isolate occupants from road noise and vibration
- Door panel-mounted armrests, fully foam padded, are standard on all Broncos
- Bronco's standard sound/thermal insulation, combined with double-wall construction and standard mats and trim panels, provide isolation from noise and hot/cold environment

INTERIOR FEATURES

GLASS

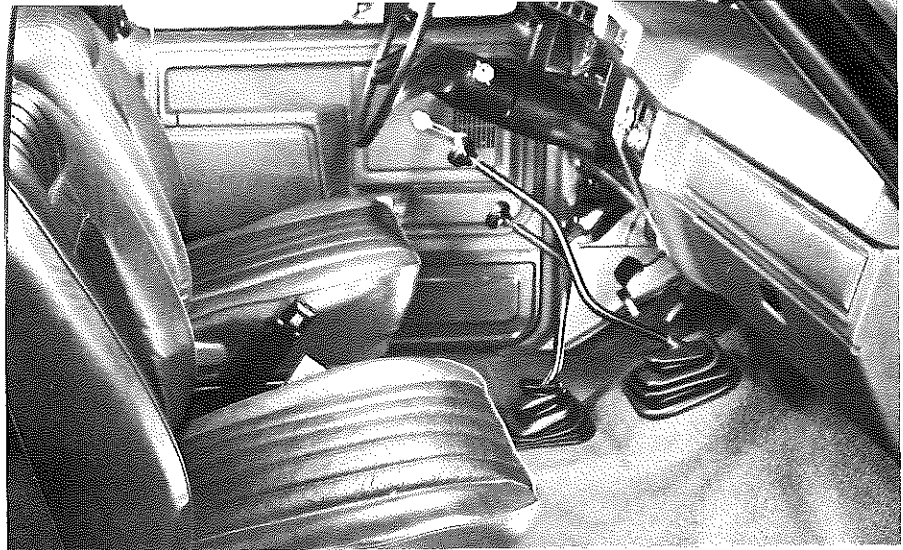
- Power operated tailgate window is standard on Bronco

SEATS

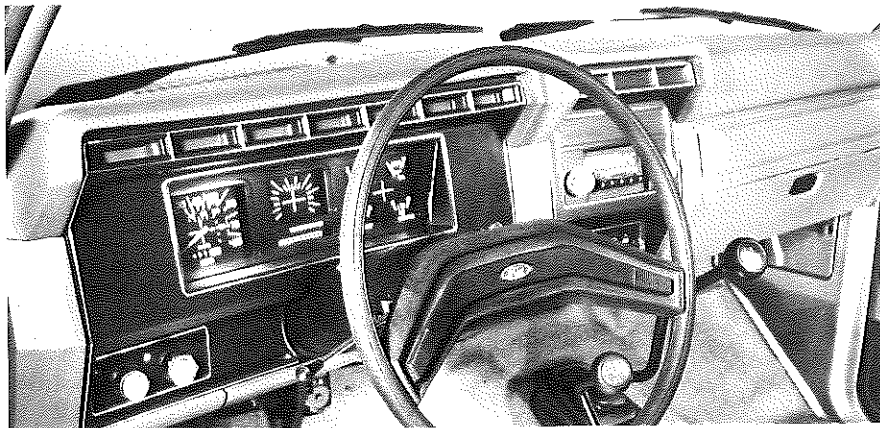
- The standard bucket seats provide full foam side support—an important feature for off-road operation

HEATER

- Three defroster outlets provide good defrost pattern—LH, RH and center. Blend-air design allows mixing of outside air for constant ventilation
- Heater features three blower motor speeds and settings for heat, defrost and fresh air ventilation



Bronco Standard Interior



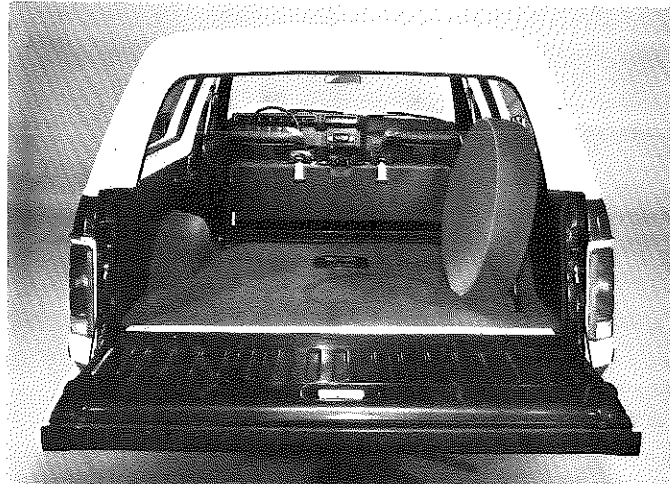
Bronco Standard Instrument Panel

INSTRUMENT PANEL

- Full-width pad extends from brow forward to windshield, for finished appearance
- Warning lamps above the instrument cluster include "Fasten Seat Belts," "Brake," turn signal, high beam and "4x4" indicators
- Instrument cluster features international symbols (ISO) and includes oil and alternator gauges, fuel, temperature, ammeter and oil pressure gauges, windshield wiper controls and headlamp control switches. If an automatic transmission is installed, the selector indicator (PRND21) is integrated with the instrument cluster
- Integral storage compartment in instrument cluster provides additional storage space for driver convenience at lower right side of steering wheel
- Center control panel includes heater controls and ashtray with cigarette lighter inside ashtray door. Control for standard power-operated tailgate window is located at the right-hand end of the heater control panel
- Four color selections for instrument panel, coordinated to cab interior color. Finish panels on Base instrument panel are black meshweave texture with bright surround, while optional XLT trim level features woodtone surface with bright surround
- Glovebox features squeeze-type latch for positive closing and molded twin cup depressions and a coin-holder slot in the inside door surface
- AM radio with five push buttons (delete option available)

INTERIOR FEATURES (cont'd)**CARGO AREA**

Bronco's station wagon-type tailgate allows easy access to the cargo area for loading up to 102.6 cu. ft. of cargo with the rear seat removed. And the tailgate opening is 35.7 in. high and 63.5 in. wide. With the optional rear seat folded forward, the cargo capacity is 81.6 cu. ft.—and when the seat is upright and the Bronco loaded with people, there is still 51.8 cu. ft. of cargo space behind the back seat.



Bronco Standard Cargo Area

ANTI-THEFT FEATURES

All Ford Broncos are equipped with these anti-theft features:

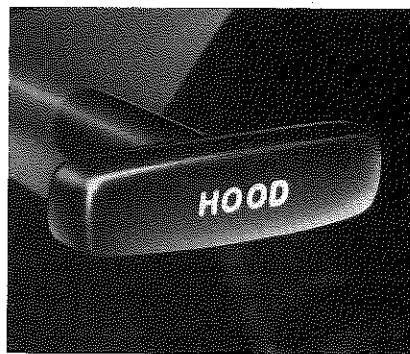
- Vent Window Lock Button
- Inside Hood Release
- Visible (Through Windshield) Vehicle Identification Number for easier tracking, faster recovery of stolen vehicles
- Steering Column/Ignition Lock

- Hardened lock cylinder washer helps prevent "slam" disassembly of ignition lock with slide hammer—helps cut down on theft

- Sun visors are color-keyed to interior, and feature reinforced construction with bright rods. Color-keyed brackets attach the visors to the cab roof

- Door panels feature fully padded standard armrests. Door panel construction is of durable polypropylene

- Cowl side trim panels, each incorporating a fresh-air vent and operating handle, are color-keyed to Bronco's interior

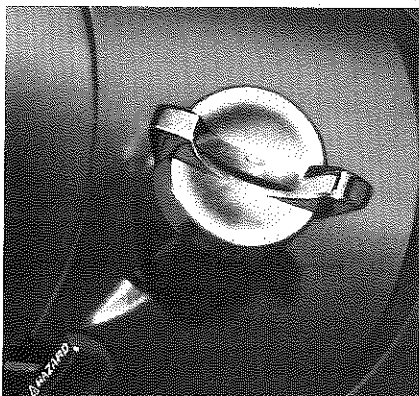
INSIDE HOOD RELEASE

Inside Hood Release

Bronco features a hood release located under the left end of the instrument panel. A locking hood release is included with the optional locking group. The location of the hood release inside the cab makes the engine compartment less accessible from outside the vehicle.

DOUBLE-WALL FRONT ROOF CONSTRUCTION

All Broncos feature double-wall front roof construction with high strength steel support members sandwiched between the inner and outer panels, and insulation between panels.

LOCKING STEERING COLUMN

Locking Steering Column

- Ignition switch located on steering column, integrated with a steering column lock. Key must be turned to "LOCK" and depress key-release button to remove key
- Key codes are removed from ignition cylinder to help prevent unauthorized persons from making keys

INTERIOR TRIM FEATURES

All Broncos include the following standard interior appearance features:

- Windshield pillar moldings color-keyed to interior
- Windshield header moldings color-keyed to interior

EXTERIOR FEATURES

STYLING



Bronco With Standard Trim, Optional Deluxe Tu-Tone and Low-Mount Western Swing-Away Mirrors

The Bronco features tough-truck styling with such traditional Ford styling cues as:

- Rectangular headlights with bright headlight doors
- Bodyside chamfer, front to rear
- Flush-mounted front marker lights
- Push-button-type door handles for easy opening
- Dual bright mirrors
- Wraparound-design taillights incorporating rear side marker lamps

Bronco also features:

- Generous interior cab dimensions
- Body contours in rocker panel area designed to reduce area exposed to flying gravel
- Double-wall front roof construction

FIBERGLASS REAR ROOF

Bronco's standard fiberglass rear roof is available in five colors for 1983: Black, White, Candyapple Red, Midnight Blue, Dark Desert Tan. The tops are the same color inside and out. This provides color coordination with both interior and exterior vehicle colors for a pleasing appearance and allows many exterior tu-tone combinations.

CHASSIS FEATURES

Bronco chassis features are the same as for F-150 4x4. Refer to F-Series 4x4 section for detailed information.

BRONCO 4x4

- BUMPERS**, Front & Rear, Contour-Type, Bright
 - Black Gloss Front, Bright Rear
- GRILLE**, One-Piece Insert, Black
 - Black Gloss
- LIGHTS**, Rectangular Halogen Headlights (2)
 - Front Turn Signal/Parking Lights
 - Front Side Marker Light/Reflectors
 - Wraparound Taillights/Turn Signals/Stop Lights with Back-Up Lights and Integral Side Markers
 - License Plate Lights, Rear (2)
- MIRRORS**, Door-Mounted, LH & RH, Bright
 - Black Gloss, 9" x 6"
- MOLDINGS**, Bright, Grille/Headlamp/Parking Light
 - Windshield
 - Lower Bodyside Protection, with Vinyl Insert
 - Rear Side Windows
- ORNAMENTATION**, Ford Oval Emblem, Center of Grille
 - Ford Oval Emblem, Lower Left Corner of Swing-down-type Tailgate
 - Bronco Emblem, Front Fenders (XLT Emblem with XLT only)
 - Bright Door Handles with Black Buttons
 - Tailgate Applique, Brushed Aluminum with Black Tape on Lower Portion (Ford Oval Emblem above Applique Left Side)
 - Bodyside Tape Stripe, Two-Color
 - Black Gloss Paint Treatment on Windshield Molding, around Door Windows and on Handles, Locks and Headlight Doors
- WHEELS**, Steel Disc, (5) with Sport Wheel Covers (4)
 - Styled Steel, Argent with Black Center Hubs (4) (plus Steel Disc Spare Wheel)

- ARMRESTS, Front (Rear with Opt. Rear Seat Only)
- ASHTRAY, Instrument Panel
- COAT HOOKS (2), on "B" Pillars
- CIGARETTE LIGHTER
- COWL SIDE TRIM PANELS, Color-Keyed
- DOOR TRIM PANELS, Color-Keyed Vinyl with Speaker Grille
 - Includes Bright Trim, Woodtone Applique and Storage Bin
- FLOOR COVERING, Color-Keyed Rubber Mat, Front and Rear
 - Full Length, Color-Keyed Cut-Pile Carpet
- HEADLINER, Front, Color-Keyed Padded Vinyl
- INSTRUMENT PANEL, Color-Keyed, with Full-Width Pad and Glove Box
 - with Black Mesh Trim Panels
 - with Bright Moldings and Woodtone Trim Panels
 - with Bright Moldings and Brushed Aluminum Trim Panels
- LIGHTS, Dome Lamp
 - Cargo Lamp, LH Side
 - Courtesy Light Switches, LH & RH
- MIRROR, Windshield-Mounted, Black Framed—Day/Night Type
- MOLDINGS, Trim, Color-Keyed, Windshield Pillars
 - Windshield Header
 - Rear Roof Header
 - Rear Quarter Windows
- RADIO, AM-Five pushbutton
- REAR QUARTER TRIM PANELS, Black
 - Color-Keyed, w/Padded Armrests Speaker Grilles, Storage Bin, Cargo Light
- SEATS, Bucket, Driver & RH Passenger:—Color-Keyed Vinyl with Black Seat Belts
 - Color-Keyed Cloth (Vinyl Opt.) with Color-Keyed Seat Belts
- SCUFF PLATES, Front Doors, Black
 - Front Doors, Bright
 - Tailgate, Bright
- STEERING COLUMN, Black, Locking
- STEERING WHEEL, Black, Two Spoke
 - Black, Vinyl-Wrapped with Woodtone Horn Pad Trim
 - Black, Vinyl-Wrapped with Brushed Aluminum Horn Pad Trim
- SPARE WHEEL COVER, Black Vinyl (with Inside Spare Carrier only)
- SUN VISORS, Color-Keyed

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OPTIONAL EQUIPMENT

BRONCO 4x4

For complete option descriptions and illustrations of major options refer to the Options section.

ENGINE: (Requires California Emission System for California registration) (see Options Section)

- 5.0L V-8
- 5.8L V-8

AXLE, FRONT, 3550 lbs. Limited Slip—avail. w/3.54 ratio, w/rear Traction-Lok only. NA w/10x15C bias ply tires, Automatic Locking Hubs, Snow Plow Special Packages or HD Front Suspension Package

AXLE, REAR

- 3750 lbs. Ford 3750 Traction-Lok

TRANSMISSION

- SelectShift Automatic, incl. 45-amp. hr. battery and in-tank trans. oil cooler
- Transmission Oil Cooler, Auxiliary for SelectShift Auto trans. w/V-8s. Incl. w/Trailer Towing Package, w/5.0L 2V V-8; available only w/AC, Extra Cooling or Super Cooling
- 4-Speed Manual Overdrive available with all engines

AIR CONDITIONING, dash-mounted, integral w/heater (has 4 adjustable instrument panel registers for high level ventilation). Incl. minimum 60 amp. alternator, 45-amp. hr. battery and AC Cooling. Tinted or Privacy Glass recommended

ALTERNATOR

- 60-amp. (Incl. w/AC, Trailer Towing Package, Fog Lights or Rear Window Defroster)

BATTERIES

- HD, 63-amp. hr. (535 C.C.A. *) maintenance-free (in lieu of standard battery). Incl. w/Trailer Towing Package and Snow Plow Special Packages
- HD Auxiliary, 81-amp. hr. maintenance-free standard battery and dual charging circuit

BUMPERS

- Chrome (Contour) Front and Rear, for Standard trim only
- Rear Step, Argent
- Rear Step, Chrome (avail. w/Chrome Front and Rear Bumpers w/Standard trim); includes black rub strip

*Cold Cranking Amps.

CAPTAIN'S CHAIRS, Reclining, Non-Swivel

CLOCK, ELECTRONIC DIGITAL, shows Date, Time and Elapsed Time (requires any radio option)

CONSOLE (NA w/bench front seat) molded color-keyed plastic, mounted between front bucket or Captain's Chair seats, has two depressions for beverage containers and a large, opening top w/lock

DEFROSTER, Electric Rear Window

DOOR LOCKS, POWER, driver and passenger only

ENGINE EQUIPMENT

- Air Cleaner (Extra capacity)
- Cooling Package, Extra (NA w/AC; incl. w/Trailer Towing and Snow Plow Special Plus Packages)
- Cooling Package, Super
- Exterior Sound Package (Required in specific noise regulated areas)
- Heater, Engine Block (600 watt each, 110 volt) single w/4.9L 1V I-6 or 5.0L 2V V-8; dual w/5.8L 2V V-8
- Sports Instrumentation, includes Tachometer (0-6,000 RPM), and Trip Odometer

EMISSION SYSTEMS

- California Emission System (req. for California registration; NA other states). Incl. engine and fuel evaporative emission control
- Special High Altitude Performance. Req. in High Altitude Areas

FOG LIGHTS, Bright w/plastic cover and bright protective surround bracket. Mounted below front bumper and includes front bumper guards and 60-amp. alternator. Req. Chrome Bumpers w/Standard trim. NA w/Protection Group or XLS

GLASS

- Tinted All Around (recommended w/AC)
- Privacy (fixed quarter windows only)

GRILLE, CHROME

GT BAR, tubular design painted black w/black padding, mounted in rear floor area

HEATERS

- High output, NA w/AC

HORNS, DUAL ELECTRIC

HUBS, AUTOMATIC LOCKING (refer to F-Series 4x4 for description and operation). Not available with Limited Slip Front Axle, Snow Plow Special Package or HD Front Suspension

LIGHTER, CIGARETTE (Standard trim only; std. w/XLS and XLT Lariat) located in center pod ashtray

MIRRORS, DUAL, LOW-MOUNT

- Bright western, swing-away—8" x 5" Aero Head
- Bright recreational, swing-away (incl. w/Trailer Towing Package)—9½" x 6¾"
- Electric remote control swing-away—7¾" x 5¾"

MOLDINGS

- Lower Bodyside Protection, black vinyl mounted on bright aluminum (incl. w/Deluxe and Victoria Tu-Tone and XLT)
- Wheelip (w/Std. trim only) NA w/Lower Bodyside Protection Moldings or any Tu-tone paint or XLT

PACKAGES/GROUPS

- Convenience Group incl. interval wipers, 12" inside day/night rearview mirror, visor vanity mirror and headlights-on warning buzzer. W/Standard trim, also incl. passenger door courtesy light switch and door storage bin
- Handling Package, incl. front and rear stabilizer bar, quad (4) HD hydraulic front (2 gas-filled) and (2) HD rear shocks (incl. w/Trailer Towing Package)
- Snow Plow Special Base and Plus Packages. Added weight for plow and associated hardware must not exceed 680 lbs. Allowance for permanently attached equipment is 270 lbs. (See Option Section for details)
- Light Group, incl. the following lights: glove box, underhood, under instrument panel courtesy and dome w/integral map light (std. dome instead w/bench front seat). Also incl. headlights-on warning buzzer and, on Standard trim, RH door courtesy light switch and ashtray light

- Lock Group, Security, incl. locking gas cap, glove box lock, locking inside hood release and Spare Tire Lock for inside carrier

- Protection Group, Exterior, incl. bright door edge guards, front bumper guards and front bumper rub strip (NA w/black front bumper fog lamps or XLS trim)

- Heavy Duty Front Suspension Package, incl. 3800-lb. front axle, 3.54 axle ratios, HD front springs w/HD spring towers, and HD rear shock absorbers (See Option Section for requirements and restrictions)

- Trailer Towing Package (NA w/XLS trim)

PAINT, GLAMOUR (GLOW) COLORS

PAINT/TAPE STRIPES

- Accent Tape Stripe, located in upper character depression from front side marker to taillamp (NA w/Deluxe Tu-tone)
- Tri-color Tape Stripe for bodysides (NA w/any Tu-tone paint or bodyside moldings)

PAINT, TU-TONE

- Deluxe
- Victoria

RADIOS, w/fender-mounted flexible antenna (All radios have "T" Travelers' Advisory Band indicators):

- AM Radio Credit Option (NA w/XLS trim)

- AM/FM Monaural

NOTE: Monaural radios are push-button type w/single inst. panel-mounted speaker

- AM/FM Stereo

- AM/FM Stereo w/Cassette Tape Player

NOTE: Stereo radios are push-button type w/door-mounted and quarter panel-mounted speakers.

SEAT TRIM, cloth inserts with Standard trim

SKID PLATE, w/transfer case

SPARE TIRE CARRIER, Outside Swing-Away (incl. w/10 x 15C tires) RH rear outside mount. Incl. black or white vinyl cover w/white "FORD" letters at bottom. Also incl. spare tire lock

SPEED CONTROL, FINGERTIP, integral w/15" steering wheel horn-pad (Available with all transmissions)

STABILIZER BAR, Front and Rear. Incl. w/Handling Package

STEERING WHEELS

- Tilt (5 position)—NA w/XLS

TIRES

- Sport type w/raised white solid letters or outline letters with P215/75R-15SL; P235/75R-15 XL; 10 x 15C and 10R x 15C tires
- White Sidewall

TOOL BOX, Storage, molded plastic w/hinged lid. Located under hood on the driver's side inner fender. Approx. 13" x 7½" x 8". (NA w/HD Aux. Battery)

WHEELS

- White Styled steel, w/black hub ornament, 15" x 7.0" set of four* w/15" x 6.0" steel spare. (Set of 5 incl. w/10 x 15C tires. NA w/Snow Plow Special Packages, HD Front Suspension or XLS trim)
- Deluxe Argent Styled steel, incl. bright trim ring and hub ornament, 15" x 7.0" set of four* w/15" x 6.0" steel spare. (Set of 5 incl. w/10 x 15C tires. NA w/Snow Plow Special Packages, HD Front Suspension or XLS trim)
- Cast Aluminum w/bright hub ornament, set of four* 15" x 6.0" (w/15" x 6.0" steel spare). (NA w/10 x 15C tires, Snow Plow Special Pkgs, HD Front Suspension or XLS trim)

WINDOWS, SLIDING REAR QUARTER, TINTED, w/Vent

*Optional set of 5 available at extra cost.

TIRE/WHEEL AVAILABILITY

Tire Size	Tubeless	Tube Type	Highway			Multi-Surface		Standard Wheel Size
			BSW	WSW	RWL	BSW	RWL	
P215/75R-15SL ⁽¹⁾	X		X ⁽²⁾	X ⁽²⁾	X	X		15 x 5.5K
P235/75R-15XL	X		X	X		X	X	15 x 6.0JK
10R x 15C ⁽⁴⁾	X						X	15 x 7.0JJ
10 x 15C ⁽³⁾⁽⁴⁾	X						X	15 x 7.0JJ

CODE: BSW = Black Sidewall Tires;

WSW = White Sidewall Tires;

RWL = Raised White Letter Tires

(1) NA w/5.8L engine, Front Bench Seat, Air Conditioning, Snow Plow Special Packages or HD Front Suspension Package.

(2) Standard tire is glass-belted; steel-belted tire available as a no-cost option.

(3) NA w/Limited Slip front axle.

(4) Available only in set of 5; includes Outside Swing-Away Spare Tire Carrier.

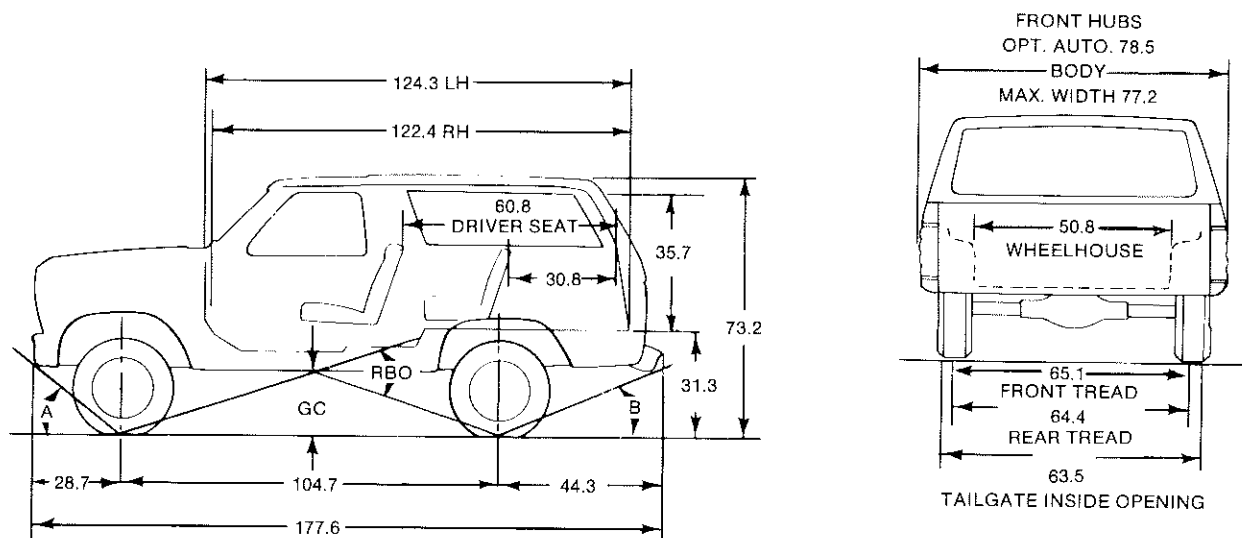
GENERAL SPECIFICATIONS

BRONCO 4x4

DIMENSIONS AND WEIGHTS

Dimensions are for base models with standard equipment, unless stated otherwise. Angles and ground clearance dimensions are at full load specified for the base (2-passenger

seating) vehicle. Weights include standard equipment, fuel, water and oil.



Model		Approach Angle (A)	Ramp Breakover Angle (RBO)	Departure Angle (B)	Ground Clearance (GC)	Axle Clearance (AC)		Base Curb Weight (lbs.)		
Series	Occupants					Front	Rear	Front	Rear	Total
U-150	5	34.3°	20.4°	20.7°	9.2"	6.3"	6.4"	2145	1929	4254

ENGINE/DRIVELINE AVAILABILITY

NOTE: Powertrain (Engine/Transmission/Axle) Application Charts, previously provided in this Section, will now be found in the Powertrain Section (4th Tab) of this 1983 Light Truck Facts Book.