

1966 FORD TRUCKS

AND ALL-PURPOSE VEHICLES



FORD LIGHT-DUTY VEHICLES...QUALITY-



NEW FORD RANCHERO IS BIG IN SIZE, STYLE AND HANDLING!

The 1966 Ford Ranchero has more beauty and brawn, more length and width, more load capacity (up to 1,250 lb.) than any previous Ford Ranchero. Standard or Custom, the Ranchero is the answer for work or play in town and country... at home and for business.

Choice of power includes a 200-cu. in. Six and two powerful V-8's. Transmissions available include fully synchronized 3-speed and 4-speed manual transmissions and 3-speed Cruise-O-Matic.

Choice of comfort, too, with a full-width, foam-padded seat for three or bucket seats for two. Custom Ranchero comes in red, blue, black or parchment vinyl upholstery; standard Ranchero comes in black or parchment vinyl upholstery.

F-100 AND 250 PICKUPS WITH TWIN-I-BEAM FOR BEST RIDE AND HANDLING!

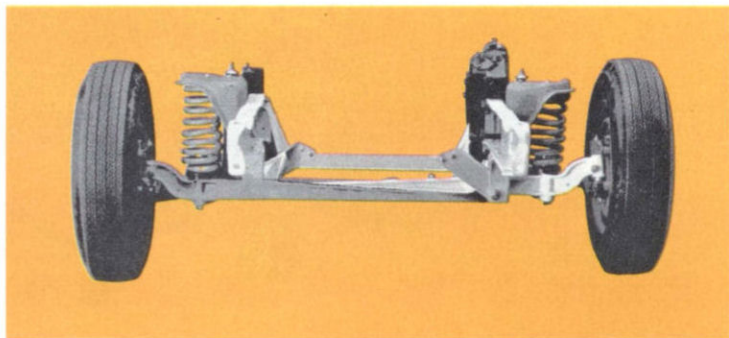
Ford's proven Twin-I-Beam independent front suspension, combined with progressive rear springs with single tapered-leaf secondary-stage design, give Ford pickups a superior ride and handling that is second to none in the industry! (You really have to drive one to appreciate this ride.) What's more, you get the performance you want in a choice of two economy Big Sixes or a V-8. A synchronized in all forward gears 3-speed manual transmission is standard; 3-speed with overdrive (F-100), 4-speed manual and 3-speed Cruise-O-Matic transmissions are optional.

Both Styleside and Flareside pickup models come in 115- (F-100) and 129-inch wheelbases and 6½- and 8-ft. cargo boxes respectively. Styleside boxes are 49 inches wide between wheelhousings; tailgate openings are 65 inches wide. Styleside side panels and tailgate have double-wall construction that absorbs the punishment of shifting cargo without injury to outside sheetmetal. A single center latch opens and shuts the tailgate quickly and easily... only one hand does it!

HOW TWIN-I-BEAM FRONT SUSPENSION WORKS

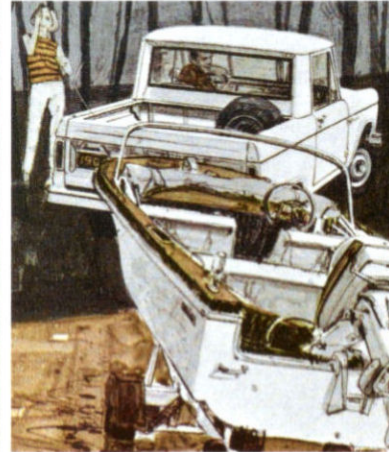
Ford's unique Twin-I-Beam independent front suspension consists of two forged steel front axles, two forged steel radius rods and two coil springs. Each front wheel moves independently with its own axle. Both axles are secured to the frame by I-beam radius rods to help maintain axle alignment. And with Twin-I-Beam you feel practically no front end dive or dip when braking, no mushing out when taking curves.

The superb cushioning action of this independent suspension reduces chassis-rattling jolts, prolongs chassis-body life and keeps front end maintenance to a minimum.



BUILT FOR WORK AND RECREATION

Ford's Go-Anywhere, All-Purpose Vehicles



BRONCO SPORTS UTILITY is Ford's newest 4-wheel-drive sporty vehicle. The all-steel roof is bolted on and can be removed. Full side doors have roll-up windows for year-round protection. Rear area holds 32.1 cu. ft.; passenger and luggage capacity is 1,575 lb.



BRONCO WAGON is Ford's new 4-wheel-drive, sedan-utility sports vehicle. Bronco Wagon and all Bronco models have a unique Mono-Beam front suspension designed to provide outstanding handling and stability for high speed highway or off-the-road driving with Six or V-8* power.

*Available mid-March



BRONCO ROADSTER is Ford's newest 4-wheel-drive, open sports vehicle. A peppy 170-cu. in. Six, 3-speed fully synchronized transmission and a through-drive two-speed transfer case are standard. New T-bar Posi-lock shift lever prevents possible jumping out of 4-wheel drive.



F-100 4 X 4

F-100 4 X 4 is Ford's new low-silhouette, 4-wheel-drive pickup. This new 4 x 4 has an improved ramp breakover angle, a shorter turning diameter and new Mono-Beam front suspension with coil springs for improved riding comfort. Available with 6½- or 8-ft. Styleside or Flareside pickup boxes or as chassis-cab models on 115- and 129-inch wheelbases. The F-100 4 x 4 is equipped with a 4-speed manual transmission, 240-cu. in. Six and a single-speed, direct drive transfer case.

F-250 4 X 4 all-purpose vehicles are available in Styleside and Flareside pickups, chassis-cab, stake and platform models with a 120-inch wheelbase. Two-speed transfer case is standard; free-wheeling front hubs are optional.



F-250 4 X 4



ECONOLINE VAN AND PICKUP... Econoline means exactly what the name implies—Economy! Econolines quickly became America's most popular delivery trucks when they were introduced in 1961, and they have held their leadership through five years of design improvements. You can choose from two sizes of vans... SuperVan and the regular Van. SuperVan is 18 inches longer and holds 23% more cargo than the regular Van. Econoline Pickup's cargo box is 7 ft. long, over 5 ft. wide and almost 2 ft. deep. All Econolines when equipped with the optional 4930-lb. GVW package can haul about 1-ton payloads. Econolines have a 170-cu. in. Six and 3-speed fully synchronized transmission standard; a more powerful 240-cu. in. Six and 3-speed Cruise-O-Matic transmission are optional.

F-SERIES CONVENTIONAL CAB TRUCKS

F-350 • 500 • 600
700 • 750

SINGLE-AXLE SERIES / GASOLINE-POWERED
GVW'S: 8,000 TO 25,500 LB. / GCW'S: 25,000 TO 50,000 LB.



Not only are F-Series light-, medium- and heavy-duty Fords priced competitively but they give you more value for your invested dollar. Light-duty F-350 Fords are available as pickups, stake, platform, chassis-cab, chassis-cowl and chassis-windshield models to fit a wide range of applications.

Medium-duty F-500 and 600 Fords are powered by High Displacement V-8's that are exceptionally reliable and durable. These engines are designed to operate in the economy rpm range to give you more miles per gallon, longer engine life and lower operating costs.

The heavy-duty F-700 and 750 Fords are powered by High Displacement heavy-duty V-8's that are well-known for their superior performance, economy and durability. A wide choice of options available on all F-Series Fords increases capacity where needed to further maximize payloads and revenue.

F- AND T-SERIES CONVENTIONAL CAB TRUCKS

F-800 • 850 • 950 • 1000 / T-700 • 750
800 • 850 • 950 / F-950-D • 1000-D /
T-850-D • 950-D / F- and T-8000

SINGLE- AND TANDEM-AXLE SERIES
GASOLINE- AND DIESEL-POWERED / GVW'S: 23,000
TO 78,000 LB. / GCW'S: 42,000 TO 75,000 LB.



Backed by years of growing success, Ford F- and T-Series Heavies continue to provide superior performance hauling maximum payloads on big jobs everywhere. Ford offers seven F-Series single-axle models: four are gas-powered, three are Diesel-powered. Single rear axle capacities range from 17,000 to 23,000 lb. Single-speed rear axles are standard, two-speed rear axles are optional.

And you can choose from eight tandem-axle models: five T-Series are gas-powered, three are Diesel-powered. Single-speed, dual-drive tandem axles with Hendrickson steel spring and beam suspension are standard on all T-Series. Single- and three-speed, dual-drive tandem axles and several lightweight suspensions are also available. Because F- and T-Series Fords are available in a wide choice of power trains, chassis components and many options (F- and T-8000 Series by special order only). Ford Truck salesmen can specify the right truck for your particular operation.

N-SERIES SHORT CONVENTIONAL CAB TRUCKS

N-500 • 600 • 700 • 750 • 850 • 950
1000 / N-6000 • 7000 / N-1000-D /
NT-850 • 950 / NT-850-D • 950-D

SINGLE- AND TANDEM-AXLE SERIES / GASOLINE- AND
DIESEL-POWERED / GVW'S: 15,000 TO 53,000 LB.
GCW'S: 25,000 TO 76,800 LB.



N- and NT-Series Fords with short 89-inch bumper-to-back-of-cab dimension permit the transfer of more chassis and payload weight toward the front axle than is possible with longer BBC conventions. This short BBC design and shorter overall lengths result in shorter turning diameters for improved maneuverability in tight delivery areas. The combination of high-cab seating, short, sloping hood and large-area, wrap-around windshield gives the driver exceptionally good visibility.

Ford offers ten single-axle models: seven are gas-powered, three are Diesel-powered. N-6000 and 7000 Series use a Ford 330-cu. in. Diesel that is ideal for city delivery work. N-1000-D Fords use big line-haul NH Cummins Diesel engines.

And you can choose from four tandem-axle series: two are Super Duty V-8 powered, two are powered by big NH Cummins Diesel engines.

SCHOOL BUS CHASSIS

B-500 • 600
700 • 750

GASOLINE-POWERED
GVW'S: 15,000 TO 25,500 LB.



Ford school bus chassis can meet or exceed the latest standards recommended by the National Education Association. Ford chassis are available in five wheelbases ranging from 156 to 260.5 inches to accommodate bodies with seating capacities from 36 to 66 passengers respectively. Ford chassis are carefully engineered and quality-built for long life in every type of service.

PARCEL DELIVERY CHASSIS

P-100 • 350 • 400
500 • 3500
4000 • 5000

GASOLINE- AND DIESEL-POWERED / GVW'S:
4,300 TO 15,000 LB.



Long the favorites of many city delivery fleets, Ford parcel delivery chassis are designed and quality-built for long life and trouble-free service. Seven parcel series are available as standard production models: four are gas-powered, three are Diesel-powered. And by special order only, a P-600 Series chassis is available with GVW ratings up to 17,000 lb.

C-SERIES TILT-CAB TRUCKS

C-550 • 600 • 700 • 750 • 800
850 • 950 • 1000 / C-6000 • 7000
8000 / CT-750 • 800 • 850 • 950

SINGLE- AND TANDEM-AXLE SERIES / GASOLINE- AND DIESEL-POWERED / GVW'S: 15,000 TO 51,000 LB. GCW'S: 25,000 TO 75,000 LB.



These are some of the reasons why C- and CT-Series Fords are so popular: **HIGHER FRONT AXLE LOADING AND BIGGER PAYLOADS** because of set-back front axle design (up to 1,000 lb. more payload than with regular conventional); **BETTER MANEUVERABILITY** because of C-Series' compact design, shorter wheelbases and overall lengths; **EASIER SERVICING** because the cab tilts forward to expose the entire engine; **OUTSTANDING VISIBILITY** because no hood out front and all-around big glass area provide good driver visibility.

Eleven single-axle C-Series Fords are available: eight are gas-powered, three are Diesel-powered. A Ford 330-cu. in. City-Size Diesel powers C-6000 and 7000 Series. C- and CT-8000 Series are available by special order with a choice of three Cummins "Mid-Range" Diesels. The remaining tandem-axle (CT-Series) are gas-powered.

H-SERIES HIGHWAY TRACTORS

H-1000 • 1000-D
HT-950 • 950-D

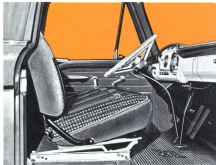
SINGLE- AND TANDEM-AXLE SERIES / GASOLINE- AND DIESEL-POWERED / MAXIMUM GCW: 76,800 LB.



Ford H- and HT-Series tractors have a bumper-to-back-of-cab dimension of 82 inches (only 83 inches with optional 25-inch sleeper compartment installed). Thus they can easily haul 40-ft. trailers in states with 50-ft. overall length limits. Short 28-inch bumper-to-front-axle dimension permits hauling maximum loads in bridge-formula states. Short wheelbases and short turning diameters give these tractors outstanding maneuverability.

A wide choice of power trains include: Ford Super Duty V-8's up to 266 horsepower, Cummins Diesel engines up to 265 horsepower, special order Caterpillar Diesels up to 245 horsepower; direct and overdrive transmissions up to twelve speeds, 5-speed transmissions combined with 3- or 4-speed auxiliaries; and single- and two-speed single rear axles, single-, two- and three-speed tandem axles or single- and two-speed pusher axles with Page and Page suspension with or without V-belt drive.

CABS AND ENGINES



CONVENTIONAL CAB

Sit into a Ford cab and you'll discover solid comfort and convenience everywhere! In addition, 1966 F-800 through 1000 and all T-, H- and N-Series cabs are taller and have improved legroom and headroom. Seat belts are standard with full-width seats. Custom Cab (illustrated) has 5-inch-thick foam in the seat cushion and 3½-inch-thick foam in the seat back. Comfort and convenience features available include Ford's standard Hi-Dri All-Weather ventilation system and optional fresh air heater and defroster, tinted glass windshield and many others.



TILT CAB

Ford tilt cabs are exceptionally roomy and comfortable! A big, almost 12-sq. ft. windshield (with no hood out front) provides complete command-of-the-road visibility. Powerful air-operated parallel-action or electric windshield wipers sweep an unusually large windshield area. Full-width seat cushion in Custom Cab (illustrated) has 5-inch-thick foam padding and woven plastic upholstery that "breathes" for comfort in hot weather. Individual driver and companion seats are available with gasoline engines and standard with Diesel engines. Seat belts standard with bench seats.

From Six Cylinder Economy, Gas or Diesel...

From the smallest 170-cu. in. Six to the largest NHC-250 Cummins Diesel, Ford Truck Sixes are engineered to produce more usable power from every gallon of fuel. All Ford gasoline engines operate on regular gasoline; Cummins Diesel engines use the higher BTU, lower-cost Number 2 grade of Diesel fuel to help keep per-ton-mile costs at a minimum, profits at a maximum!

... to Super Duty V-8 Durability

Ford's vast experience in manufacturing V-8 engines (Ford developed the first production V-8 in the industry) is reflected in the design and construction of every Ford V-8 truck engine today. Ford Super Duties are engineered and quality-built to keep running longer with a minimum of downtime.



Engine Specifications

GASOLINE						
ENGINE	MAL. CRATES HP @ RPM	MAL. CRATES HP @ RPM	MAL. CRATES HP @ RPM	MAL. CRATES HP @ RPM	DISPL. (CU. IN.)	COMP. PRESSURE (PSI)
170 SIX	105 @ 4400	89 @ 3600	108 @ 2400	140 @ 1800	170	9.1
200 SIX	128 @ 4400	—	160 @ 2400	—	200	9.2
240 SIX	150 @ 4000	129 @ 3600	212 @ 2400	212 @ 1800	240	9.3
300 SIX	178 @ 3600	150 @ 3000	263 @ 14-2400	272 @ 14-2300	300	8.0
360 SIX	178 @ 3600	150 @ 3000	263 @ 14-2400	272 @ 14-2300	360	8.0
360 V-8 (24)	202 @ 4400	—	247 @ 2400	—	360	9.3
360 V-8 (30)	223 @ 4000	—	302 @ 2000	—	360	10.0
360 V-8 (36)	208 @ 4400	172 @ 4000	315 @ 2400	298 @ 2000	361	8.9
360 V-8 (42)	189 @ 4000	164 @ 3600	306 @ 2000	298 @ 2000	360	7.4
360 V-8 (48)	160 @ 4000	144 @ 3600	298 @ 2000	298 @ 2000	360	7.4
360 V-8 (54)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (60)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (66)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (72)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (78)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (84)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (90)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (96)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (102)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (108)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (114)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (120)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (126)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (132)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (138)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (144)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (150)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (156)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (162)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (168)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (174)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (180)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (186)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (192)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (198)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (204)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (210)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (216)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (222)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (228)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (234)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (240)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (246)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (252)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (258)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (264)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
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360 V-8 (750)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (756)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (762)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (768)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
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360 V-8 (780)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (786)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (792)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (798)	210 @ 4000	182 @ 3600	345 @ 2000	327 @ 2000	361	7.4
360 V-8 (804)	210 @ 4000	182 @ 3600	345 @ 2000	32		

