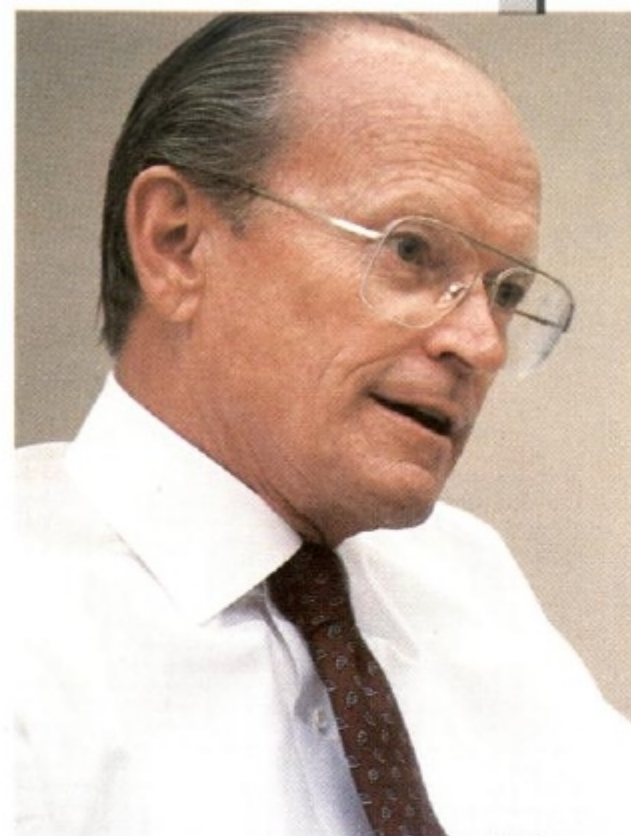


1985 FORD ECONOLINE VAN

America's Truck — Built Ford Tough





Donald E. Petersen
President



Ford Motor Company
The American Road
Dearborn, Michigan 48121

Dear New Truck Buyer:

Quality is Job 1 at Ford Motor Company. This isn't just a phrase. It's a commitment to total quality.

Total quality begins with the design and engineering of our trucks and continues through the life of the product. We plan them with a vision of the customer — of you — sitting behind the wheel of a new truck.

Total quality will be apparent to you through functional performance, overall vehicle integrity, the "look and feel" of materials, satisfying aesthetics, safety, serviceability and cost of ownership.

Total quality requires continuous improvement in everything we do. Every employee at Ford Motor Company is involved in the process of meeting your needs and expectations.

I think the 1985 Econoline Van is an excellent example of the quality I'm talking about. Econoline's driver-oriented design and advanced engineering features like Twin-I-Beam independent front suspension make it a hard-working van. Available in a wide range of payload capacities, and with some of the most powerful gas and diesel engines in its class, Econoline is an ideal choice for all kinds of commercial applications.

I invite you to look over our new 1985 Ford trucks in your dealer's showroom. Test drive them on the road. When you do, I think you'll understand all that's involved in the total quality concept at Ford Motor Company.

Donald E. Petersen

Donald E. Petersen
President
Ford Motor Company

FORD ECONOLINE FOR 1985

The quality-built Ford Econoline Van combines rugged construction, outstanding engineering features such as the Twin-I-Beam independent front suspension and exclusive "out-front" design, plus spaciousness, a wide range of payload capacities, and power-team choices into a built-tough van of great versatility. In Econoline you have regular and Super Van sizes along with a selection of body styles and specialized chassis versions to meet whatever requirements you have, personal or commercial. Ford Econoline is available in standard and XL trim series, both equipped for solid value.



Ford Econoline XL



Standard Econoline Van



Econoline XL Super Van

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Front and back covers: Econoline XL shown with optional sport wheel covers, fixed side cargo door and rear door glass.

A word about this catalog: Some of the equipment shown or described throughout the catalog is available at extra cost.



QUALITY AND WORKMANSHIP

Ford Motor Company is committed to building trucks that meet the high quality standards expected by those who drive them.

Every aspect of truck design has a purpose, whether it be load capacity, strength, aerodynamic efficiency or interior comfort.

Engineering systems — the engine and suspension, for example — are manufactured and assembled under strict quality controls.

The hood, doors, moldings — everything has stringent fit tolerances. The paint finish is smooth and lustrous.

Behind the quality of every Ford truck are the dedicated people who produce it.

Design and engineering, where quality begins.

Quality demands that before a truck can be built right, it must first be designed and engineered right.

Today, engineers can measure with amazing accuracy how a truck responds to actual on- or off-road conditions long before it is built. It's done with simulations of full-scale vehicles and individual components in action on computer screens.

Vehicles can be driven around pylons at various speeds, climb steep grades, run over potholes, just as they would be in real testing at a proving ground. The computer displays in close detail the intricate movements of the suspension and other systems. They're evaluated to high standards of performance, redesigned and retested if necessary.

Even with this advanced technology, however, the art of truck design and engineering remains in the hands of designers and engineers. The computer is there to assist them.

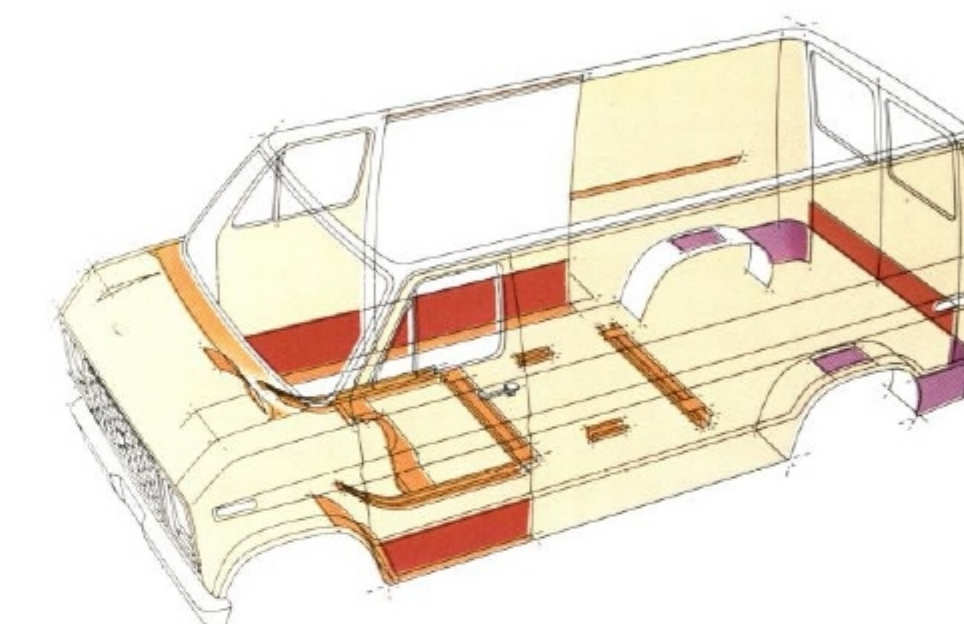


The durability route at Ford's Arizona Proving Ground tests Econoline's structural integrity.

Withstanding stress. The ultimate test of a truck's quality.

Drivers expect their trucks to function properly in everyday use. So Ford trucks are road-tested over hundreds of thousands of miles, are subjected to extreme stress and load conditions over paved and unpaved surfaces, up and down steep grades, through corrosive salt baths. They run the full course of demanding acceleration, cornering and braking maneuvers.

But even before these road tests, Ford engineers put prototype trucks through numerous laboratory tests. The Electrodynamic Actuator, for example, drives a truck continuously under a variety of road and weather conditions. One objective is to eliminate squeaks and rattles caused by bumps and jolts and the effects of hot and cold temperatures.



Special quality steps. Ford uses many anti-corrosion treatments to help protect Ford trucks. Illustrated here are some of these effective measures.

- Zinc-coated metal
- Aluminumized wax
- Spray-applied sealers
- Galvanized metal

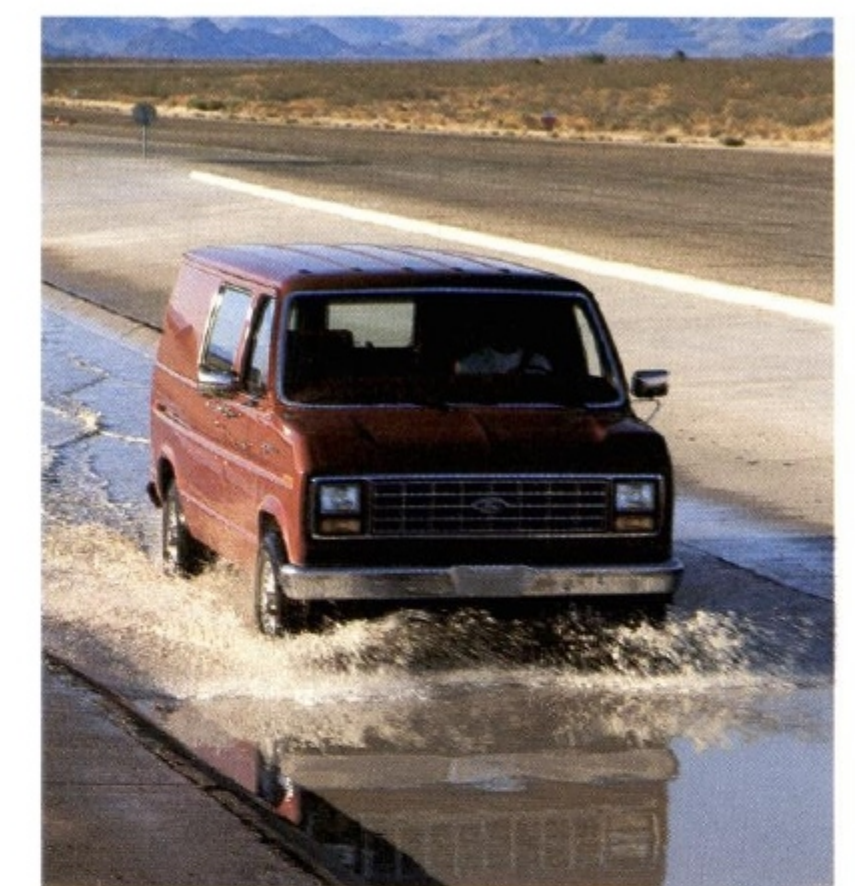
Computers, robots and lasers in manufacturing and assembly.

Monitoring engine performance, checking electrical systems for accuracy, helping ensure smooth paint applications for finish quality — these are some of the vital roles that computers play in the assembly of Ford trucks.

Ford places great importance also on robotics to achieve high quality in fit, finish and function. Robots are programmed to provide consistency and control to an extraordinary degree. They can do hundreds of welds on a truck body

quickly, completely, with the precision the blueprints demand.

The laser, another advanced-technology tool, helps improve quality by providing accurate measurement of everything from engine castings and door margins to nuts and bolts and fasteners.



Ford's extensive corrosion testing includes a salt bath which exposes all areas of Econoline's underbody and engine compartment to corrosive spray.

Ingenuity and teamwork. The essential ingredients of high quality.

At Ford, striving for high quality is a team effort. This is nowhere more evident than in the hundreds of recommendations for quality improvements submitted every year by more than 1,100 Employee Involvement (EI) groups in 65 Ford plants across America.

In addition to the EI groups, there are "durability-reliability" teams specially trained to carry out extensive quality control programs before production begins, and "quality" teams whose primary responsibility is quality improvement after production gets under way.

With all the technology and resources at work producing quality products, the people at Ford realize that quality is a never-ending preoccupation. This attitude is essential to Ford's total commitment to quality.

POWER AND EFFICIENCY

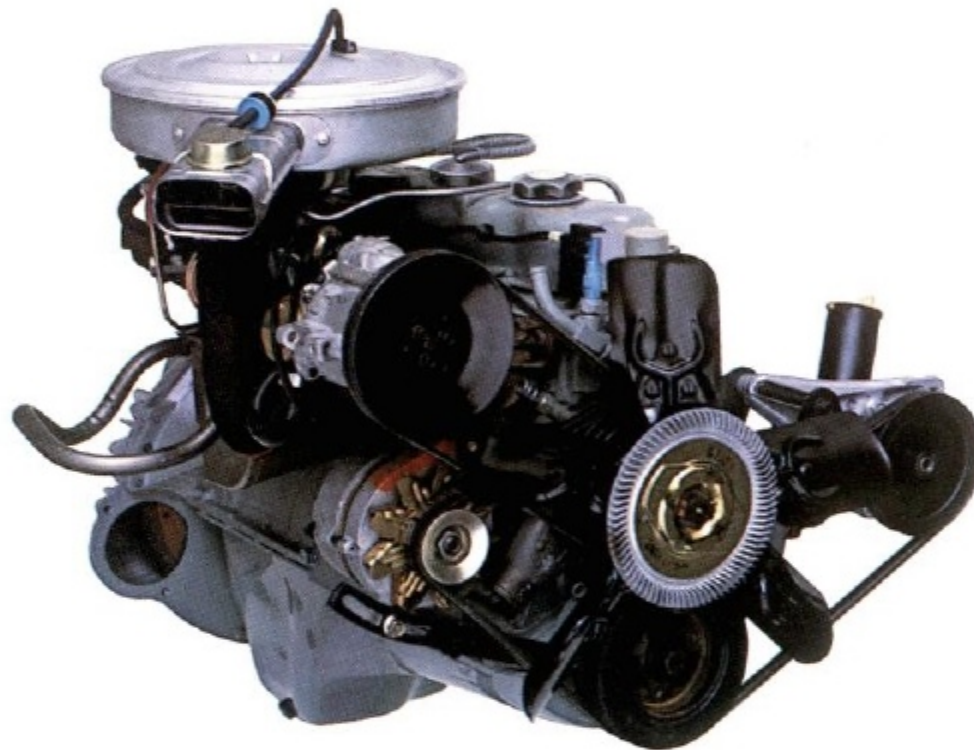
A complete range of high-torque engines for any job a tough van has to handle

Econoline Van offers a wide variety of powerplants, from the standard Six on up to high-displacement gas and diesel V-8s. They're all designed to provide the performance you need and also be as economical as possible.

Every Econoline engine features Ford's viscous-type fan clutch, which engages the fan only when necessary to save power and fuel.

Standard high-torque Six

Econoline 4.9 liter I-6 engine combines high-torque capability with fuel efficiency. It's the largest 6-cylinder truck engine in the industry.



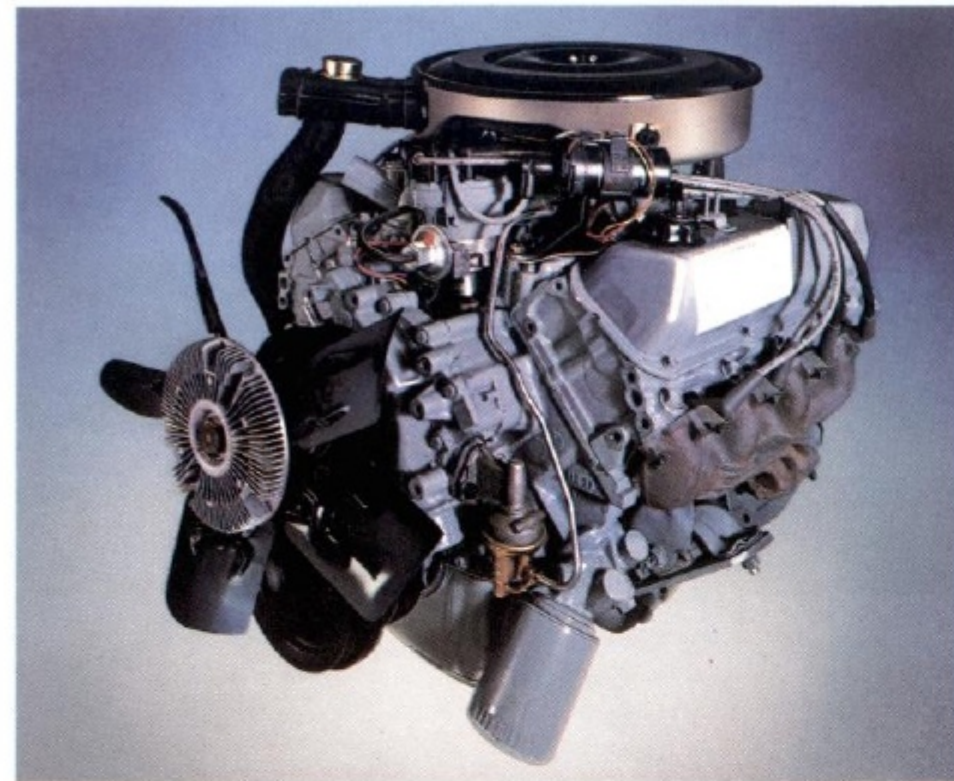
The 4.9L I-6 is the largest 6-cyl. truck engine in the industry. Engine shown is for F-Series pickup and Bronco installation.

Three gas-powered V-8s

Econoline's range of V-8 gasoline engines starts with the 5.0L, which offers the power and economy needed for many van applications. Then comes the 5.8L High Output 4V V-8 with its 12,500-lb. GCWR for trailer towing. A 5.8L V-8 with 2-barrel carburetor is available in California (under 8,500 lb. GVWR). The 7.5L engine, Ford's largest V-8, has a GCWR of 18,500 pounds and a gross trailer weight rating of 10,000 pounds.

6.9 liter diesel performance

The 6.9L V-8 is a true truck diesel, not a converted gasoline engine. The largest diesel powerplant available in vans today, it has more horsepower than its nearest competitor (based on SAE Standard J-1349). The 6.9L diesel has a big 14,000 lb. GCWR for trailer towing and a gross trailer weight rating of 8,600 pounds.



The 7.5L engine, Ford's largest V-8, has an 18,500-lb. GCWR for trailer towing.

Automatic Overdrive option

Ford's innovative Automatic Overdrive transmission is available in E-150/250 vans. It has partial mechanical lockup in 3rd gear. And in overdrive 4th gear, torque is transmitted by way of direct (100%) mechanical linkup, which eliminates power-wasting hydraulic slippage. In overdrive, engine rpm are cut by one-third for decreased fuel consumption and reduced engine wear.

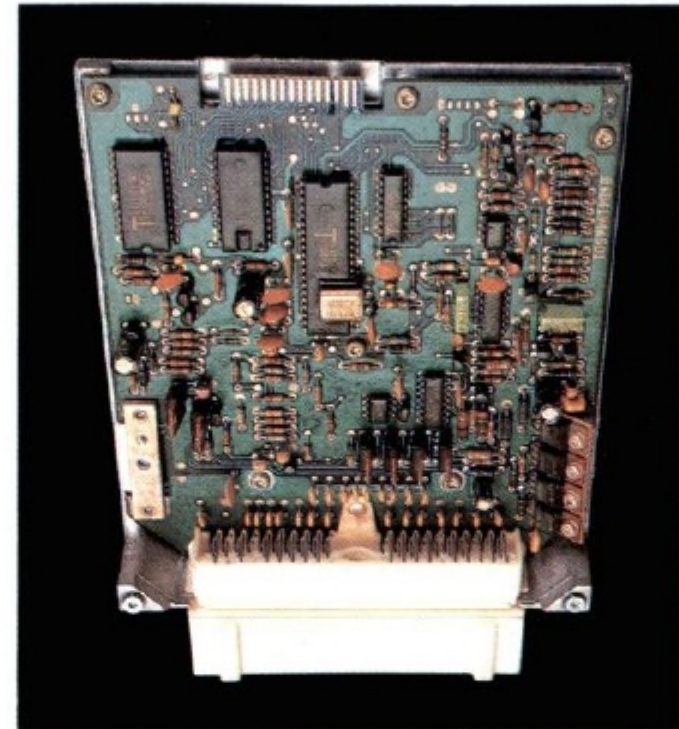
Econoline powerteams

Engines	Transmissions	E-150	E-250	E-350
4.9L I-6	3-speed manual	Std.(1)	NA	NA
	4-speed manual OD	Opt.(2)	NA	NA
	SelectShift automatic	NA	Std.	Std.(4)
	Automatic Overdrive	Opt.	Opt.	NA
5.0L V-8	Automatic Overdrive	Opt.	Opt.	NA
5.8L 2V V-8	SelectShift automatic	Opt.(3)	Opt.(3)	Opt.(4)(5)
5.8L 4V HO V-8	SelectShift automatic	Opt.(4)(7)	Opt.(4)	Opt.(4)(5)
7.5L V-8	SelectShift automatic	NA	NA	Opt.(6)
6.9L Diesel	SelectShift automatic	NA	NA	Opt.

OD = Overdrive. (1) Not available in Super Van. (2) Standard in Super Van. (3) Available only in California. (4) Not available in California. (5) 5.8L 2V to be replaced by 5.8L HO 4V when it becomes available in December, 1984. (6) Minimum required in California. (7) Not available with 124-in. wheelbase.

High-tech under the hood. EEC-IV — one of the world's most advanced automotive computers

Ford's 4.9L Six, 5.0L and 5.8L 2V V-8 engines benefit from the EEC-IV computer, a fourth generation, state-of-the-art, microprocessor-based engine control system capable of processing thousands of operations per second. EEC-IV instantly adjusts the air/fuel mixture and ignition timing for quick cold starts. On the road, it constantly senses what the truck is being asked to do, then balances the air/fuel mixture and timing for optimum power, response and efficiency.



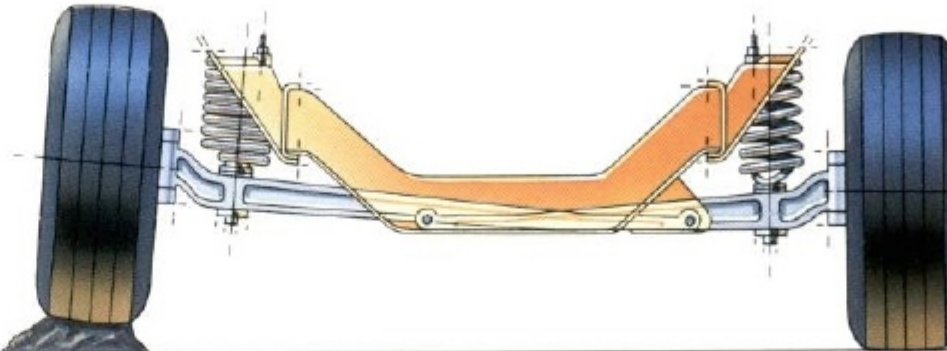
Gas mileage

1985 EPA mileage estimates were not available at the time this catalog was approved for printing. As soon as EPA figures are released, your Ford Dealer will be among the first to receive this information and will be happy to pass it along to you.

RIDE AND HANDLING

Ford Econoline. Rugged on the job, smooth on the road.

Ford Econoline is built tough enough to stand up to demanding commercial tasks every day. But Econoline is also engineered to provide a smooth ride for passenger comfort. The Twin-I-Beam front suspension is one Econoline feature that contributes to both ruggedness and smooth operation.



Twin-I-Beam independent front suspension

With Ford's Twin-I-Beam independent front suspension, each wheel has its own forged I-beam axle and separate big coil spring. So each wheel steps over bumps independently for a smooth ride — and you get the strength of two forged I-beam axles.

Computer-selected front coil springs

In Econoline, front coil springs with 4-inch inside diameter are computer-selected to provide a smooth ride. At the same time, they provide for load-carrying capacity according to the GVW rating of the vehicle and the weight of optional equipment.

Optional suspension components

Available for Econoline E-150 is the heavy-duty suspension package that includes a front stabilizer bar, heavy-duty front and rear freon bag-equipped shock absorbers, and heavy-duty front springs.



Dynamic testing at Ford's Arizona Proving Ground monitor's Econoline's maneuverability in tight situations.

Heavy-duty springs can be ordered separately for the front or for the front and rear combined. Front springs are also available by specific GAWR from 3,550 to 4,200 pounds, for the E-350 series only. And heavy-duty shocks, standard in E-350, are available for E-150/250.

Tough leaf-spring rear suspension

Econoline E-250/350 series feature 2-stage leaf springs (single stage in E-150) with low-deflection-rate upper springs for ride smoothness under light or no-load conditions. As the load increases, pressure is put on the shorter, flatter springs to provide added support. The springs are mounted outboard of the frame siderails to provide roll stability.

Solid body-on-frame construction

Econoline is engineered with body-on-frame construction, an exclusive Ford Van feature. The frame is the backbone of Econoline's great utility. Its parallel ladder-type construction has full-length siderails with a minimum yield strength of 36,000 pounds per square inch (psi) and heavy-gauge channel sidemembers with up to seven crossmembers. Econoline also has a partial box section in the engine/transmission mounting area for increased strength. And for comfort, strategically positioned rubber mounts help keep noise and harsh vibrations from the driver and cargo compartments.

Steering, brakes and tires

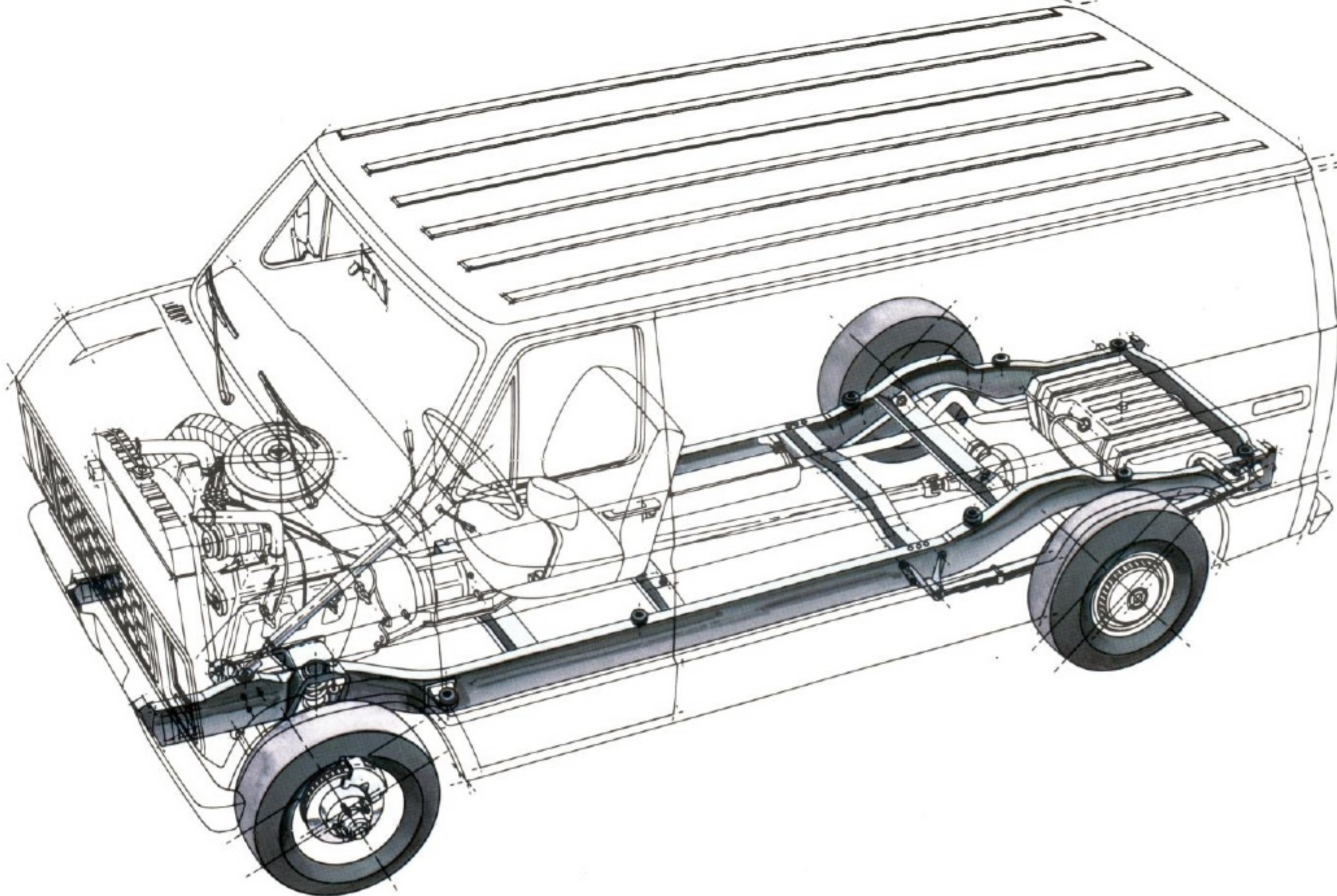
Power steering, previously standard only in the E-250/350 series, is now standard in E-150 as well. The system uses a rotary-design control valve steering gear which regulates the amount of fluid pressure depending on the degree of power assist required. The driver thus has smooth hydraulic power steering ease at all times.

All Econoline series also come equipped with standard power brakes for quick stopping action with reduced braking effort.

The E-150 features P-metric steel-belted radial tires for ride quality and fuel efficiency with increased inflation pressure and reduced rolling resistance tread compounds. Econoline E-250/350 series are equipped with LT metric steel-belted radial tires. Designed for higher load-rate requirements, these tires feature the ride and fuel economy benefits of the P-metric design.



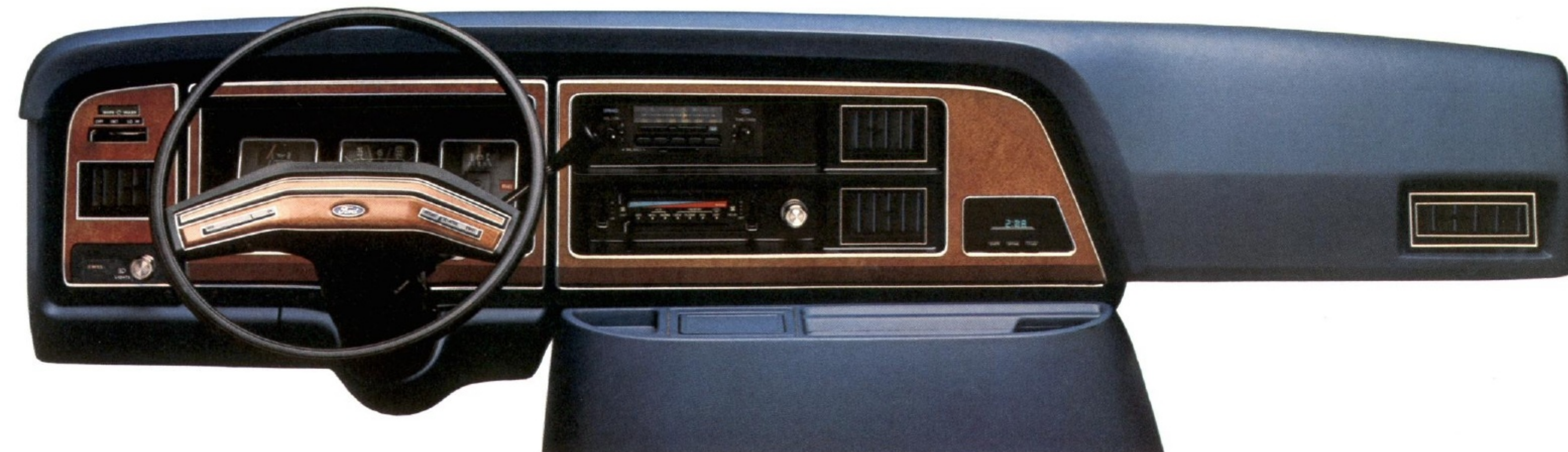
P-metric steel-belted radial tires, standard on E-150.





8 Econoline XL interior shown with optional dual Captain's Chairs. Other equipment shown may also be optional.

FORD ECONOLINE ENVIRONMENT



All the spaciousness, comfort and convenience you could ask for in a full-size van

When you look into a full-size van, you're looking for more than just lots of space for cargo. You also want versatility. And Ford Econoline can supply anything you need in its wide variety of styles.

Econoline Regular Van is available in two wheelbases, the 124-in. wheelbase with 252 cu. ft. of cargo space, and the 138-in. wheelbase with 295 cu. ft. The Super Van adds 20 more inches of inside length, plus 44 more cu. ft. of space. The Cargo Van speaks for itself — it's designed for carrying loads of cargo. Then come the Window Van with windows all the way around for increased visibility, and the Display Van with windows in all doors and a large window in the right-hand quarter panel bodyside. And finally, the workhorses of the fleet — Econoline's chassis models, the Cutaway Chassis and Stripped Chassis, versatility to meet your most specific needs for work or pleasure.

Exclusive out-front design

No other van in America has Econoline's outside service center front-end design, which provides convenient access to 28 service items. Also with this design, the engine and front wheels are positioned forward, providing a low angle of the steering column for car-like driving convenience. Most important, there's over a foot (12.3") of clearance between the driver's seat (same for the optional RH seat) and the engine cover for more convenient

walk-through access to the rear passenger and cargo areas. Entering or exiting is also more convenient, yet another advantage of the out-front design.

Choice of cargo door styles

The standard hinged doors open conveniently and have an effective opening width of 42.5 inches. The sliding side door, available at no extra cost, has an effective opening width of 40.3 inches. It's ideal for working in tight spaces. The rear cargo door, with an effective opening width of 52.8 inches, features a convenient "slam-shut" latch.



295 cu. ft. of space in the 138" wheelbase regular van; 339 cu. ft. in Super Van.

Econoline ergonomics: built-in driver convenience

From the driver's perspective, Econoline Van is most accommodating. Econoline ergonomics is the principal reason. The science of ergonomics involves the close relationship of the driver to the truck. In Econoline, applied ergonomics creates an environment with sensible, convenient placement of seats, controls, instruments and lights.

The front seat provides five inches of fore and aft adjustment for a range of comfortable seating positions, plus full foam cushions for back and thigh support and comfort. The steering wheel has a full-width horn pad on the spokes. Front door vent windows help regulate ventilation. Molded into the engine cover are the handy ashtray and pockets designed for carrying common travel items. These are some of the many conveniences that make driving an Econoline Van a pleasure.

FORD ECONOLINE XL



XL interior is shown with optional Captain's Chairs; other equipment may be optional.

Econoline XL is a tough, hardworking van with many distinctive features, all in addition to those in the standard Econoline model. Inside, there's color-keyed carpeting in the front compartment. Color-keyed front door trim panels, too, with convenient map pockets and leather-tone inserts, plus leather-tone appliques on the instrument panel and steering wheel pad as well. Outside, bright accents include low-mount western swingaway mirrors and bumpers. Econoline XL. For the driver who wants something more in a van.



10 Econoline XL Super Van shown with optional deluxe two-tone paint, fixed side cargo door glass, rear step bumper, deluxe wheel covers, white sidewall tires.

STANDARD FORD ECONOLINE



The standard Econoline series has a longer list of standard features this year, which makes it an even greater value. Standard are power steering, a higher output heater, rear door positioners, and cigarette lighter. Plus bright hub caps, bright moldings on the windshield and movable windows. Best of all, Econoline van has solid body-on-frame construction, Twin-I-Beam independent front suspension, Ford's exclusive "out-front" design, and a wide range of payload capacities. Econoline is powered by a standard high-torque 4.9L engine that's the largest 6-cylinder powerplant in the industry. So Econoline is, above all, a van designed to deliver performance on the job. That's why it's built Ford tough.



Econoline Van shown with optional bright low-mount western swingaway mirrors.

TRAILER TOWING AND CONVERSIONS

Towing the big trailers. Elaborate van and camper conversions. All are possible with Ford Econoline.

Econoline is a popular choice of customized van conversions, equipped with lounge chairs, plush carpeting, raised roof with luggage rack, CB radio, venetian blinds, air conditioning, speed control, and more. In a Ford Econoline conversion, you can have a complete home away from home.

Econoline can be equipped to tow the big Class III trailers with little effort, thanks to its solid body-on-frame construction and plenty of muscle supplied by either the 7.5L gas or 6.9L diesel V-8 engines available in the E-350 model. GCWR's with the 6.9L diesel go as high as 14,000 pounds, and even higher to 18,500 pounds with the 7.5L gas V-8. Gross trailer weight rating is 10,000 pounds with the 7.5L and 8,600 pounds with the 6.9L diesel. The 5.8L 4V V-8 also gives Econoline heavy-duty trailer towing capability with a GCWR of 12,500 pounds.

What's more, Econoline offers an optional dual fuel tank capacity of 40.1 gallons (39.6 gallons with 7.5L) for long intervals between stops at the pump.



See your Ford Dealer to get all the details about van conversions and optional trailer towing packages.



FORD ECONOLINE OPTIONS

Appearance

- ☐ Chrome grille
- ☐ Lower bodyside moldings
- ☐ Deluxe two-tone paint treatment

Audio

- ☐ Radio credit option. Deletes standard radio.
- ☐ AM/FM stereo radio
- ☐ AM/FM stereo radio with cassette tape player.
- ☐ Electronic AM/FM stereo search radio with cassette tape player
- ☐ Premium sound system. Includes power amplifier.

Comfort and Convenience

- ☐ Air conditioning:
 - Instrument panel unit for front seat area
 - High-capacity air conditioning combining the instrument panel with an auxiliary unit on the left sidewall to cool the entire van.
- ☐ Convenience Group. Includes 12" day/night rearview mirror, interval windshield wipers and RH visor mirror.
- ☐ Electronic digital clock. Readouts for the day, date and elapsed time.
- ☐ Power door locks and windows
- ☐ Light Group. Includes front dual beam dome/map light, headlights-on warning buzzer, underhood light and courtesy light switches.
- ☐ Bright low-mount western swingaway mirrors (RH convex mirror). For standard van.
- ☐ Bright swingout recreational mirrors.
- ☐ Speed control. Available with manual or automatic transmission.
- ☐ Tilt steering wheel. Not available with 3-speed manual transmission.
- ☐ Auxiliary heater for cargo area
- ☐ Deluxe insulation package
- ☐ Exterior sound package. Included in all models over 10,000 lb. GVWR.
- ☐ Sliding side cargo door in place of hinged doors (no extra cost)
- ☐ Tinted glass
- ☐ Privacy® glass. Regular tinted glass in windshield and front doors. Privacy or tinted glass in rear doors.
- ☐ Fixed rear door glass
- ☐ Fixed side cargo door glass
- ☐ Swing-out rear door glass
- ☐ Swing-out side cargo door glass

Seat and seat trim

- ☐ Adjustable passenger seat matching driver's. Includes right hand armrest.
- ☐ Reclining dual Captain's Chairs. Available in vinyl or cloth and vinyl trim. Include deluxe seat belts.
- ☐ Reclining dual Captain's Chairs with swivel feature. Available in vinyl or cloth and vinyl trim. Include deluxe seat belts.
- ☐ Premium vinyl seat trim

Performance

- ☐ 4-speed manual overdrive transmission*
- ☐ SelectShift automatic transmission*
- ☐ Automatic Overdrive transmission*
- ☐ Heavy-duty alternator. 60 or 100 amp.
- ☐ Heavy-duty battery. 68 amp-hr.
- ☐ Heavy-duty auxiliary battery. 81 amp-hr. in addition to main battery.
- ☐ Extra engine cooling package
- ☐ Super engine cooling package
- ☐ Gauges: ammeter and oil pressure
- ☐ Auxiliary transmission oil cooler
- ☐ Front stabilizer bar. Included in heavy-duty suspension package.
- ☐ Heavy-duty front or heavy-duty front and rear springs. For E-150/250.
- ☐ Heavy-duty front and rear shock absorbers. For E-150/250.
- ☐ Engine block heater
- ☐ Trailer towing package
- ☐ Heavy-duty suspension package. For E-150.
- ☐ Auxiliary fuel tank. 18 gallons (68 liters) additional capacity for 138-in. wb. models.
- ☐ California emissions system
- ☐ High altitude emissions system
- ☐ Ambulance body builder preparation package
- ☐ School bus body builder preparation package

*See Powertrains chart, page 6, for specific applications.

Note: Other heavy-duty suspension packages are available for specific needs. See your dealer for details.

Protection

- ☐ Inside locking hood release
- ☐ Stepwell pads for front and side cargo or sliding doors
- ☐ Dual electric horns
- ☐ Rear door latch and lock
- ☐ Rear step bumper. Argent or chrome. Trailer hitch ball shown not included.
- ☐ Chrome contour bumpers

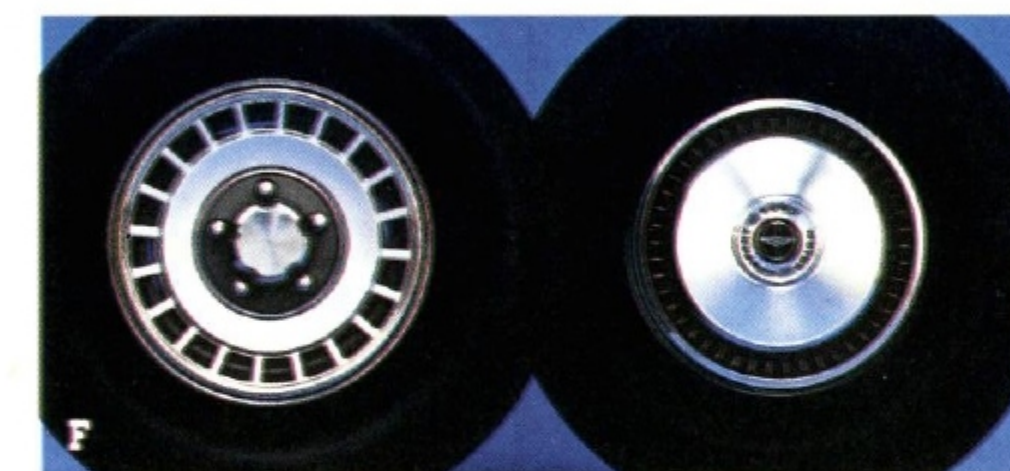
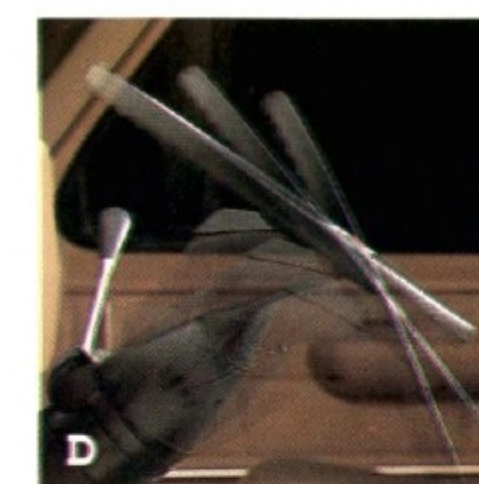
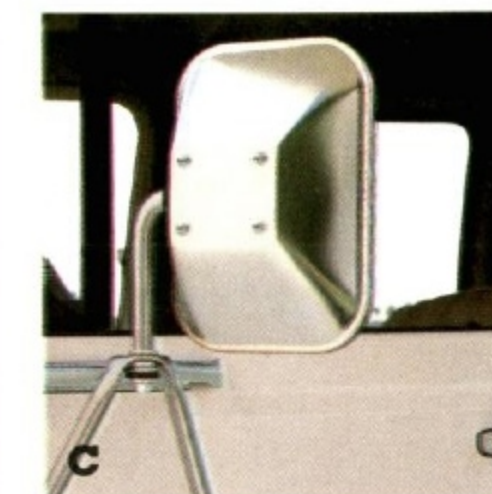
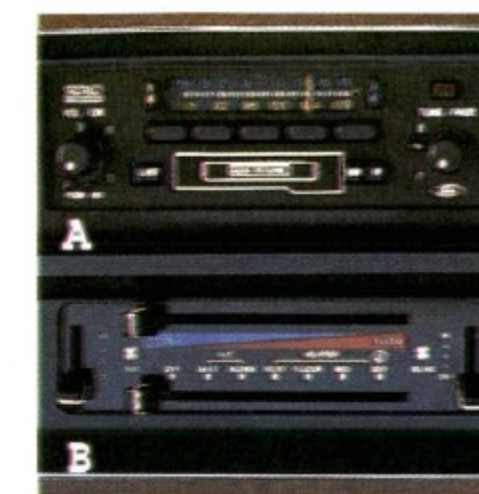
Wheels and wheel covers

- ☐ Sport wheel covers (4) for E-150
- ☐ Deluxe wheel covers (4)
- ☐ Spare tire and wheel (E-250/350)
- ☐ Outside spare tire carrier. Includes lock and tire cover (E-150).

Options shown: (A) AM/FM stereo radio with cassette tape player; (B) Air conditioning; (C) Low-mount western swingaway mirror; (D) Tilt steering wheel; (E) Rear step bumper; (F) Sport wheel cover and deluxe wheel cover.

A word about Ford options

Some of the equipment shown or described throughout the catalog is available at extra cost.

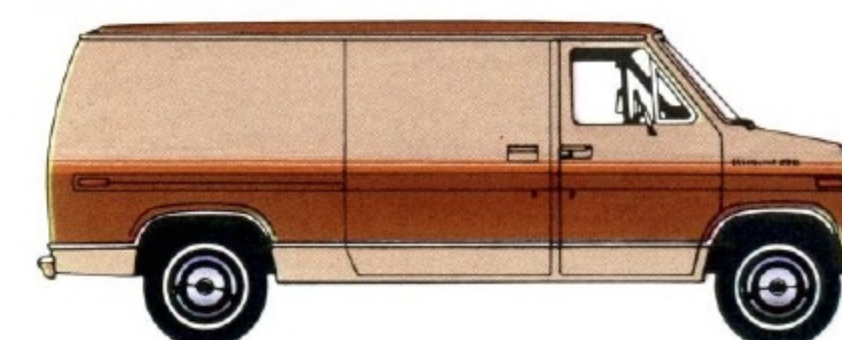


EXTERIOR PAINT COLORS



OPTIONAL TWO-TONE

Body Color Accent Color



Deluxe Two-Tone Paint: Accent color is applied on the roof and between the two-color accent tape stripe and the lower bodyside molding.

FORD ECONOLINE TRIM CONTENT

	STANDARD VAN	XL
EXTERIOR		
Grille	Light argent	Light argent
Windshield moldings	Bright	Bright
Hub caps	Bright	Bright
Steel wheels	White	White
Bumpers	Argent	Bright
Outside mirrors	Argent	Bright low-mount western swingaway
Bright taillamp bezels	—	Standard
INTERIOR		
Vinyl seat trim	Standard	Standard
Floor covering	Black insulated floor mat — rubber/vinyl (coverage depending on model)	Color-keyed carpeting (front only)
White hardboard front headliner	Standard	Standard
Color-keyed seat belts	Standard	Standard
Instrument panel	Color-keyed pad, windshield and pillar moldings, engine cover	Standard plus leather-tone applique on instrument panel/steering wheel pad
Day/night rearview mirror (on vans with rear windows)	Standard	Standard
AM radio (may be deleted for credit)	Standard	Standard
White padded sun visors	Standard	Standard
Color-keyed front door trim panels, leather-tone inserts, map pockets	—	Standard
Cigarette lighter	Standard	Standard
Front/rear dome lights	Standard	Standard
Pivoting front vent windows	Standard (front doors)	Standard
High output heater	Standard	Standard
Rear door positioner	Standard	Standard

FORD ECONOLINE SPECIFICATIONS

			E-150	E-250	E-350
Payload			(See Payload Package Selector)		
GVWR lb. Regular Van	MAX.		6,300	7,500	9,300
GVWR lb. Super Van	MAX.		6,050	7,900	8,900
Axle, front, rating (lb.)	STD.		3,400	4,200	4,200
Axle, rear, rating (lb.)	STD.		3,750	4,050	6,340
Brakes	STD.		Power	Power	Power
Clutch, dia. — area (in.)	STD.		10 — 95.7	10 — 95.7	11 — 123.7
Battery (amp-hr.)	STD.		36	45	45 (dual 83, diesel)
	OPT.		68, 81 (aux.)	68, 81 (aux.)	68, 81 (aux.)
Alternator (amp.)	STD.		40	40	40 (60 w/ diesel)
	OPT.		60, 100	60, 100	60, 100
Fuel tank, gal. (liters)	SWB	STD.	18.0 (68)	—	—
	LWB	STD.	22.1(84)	22.1(84)	22.1(84)
Dual tank cap.	LWB	OPT.	40.1(152)	40.1(152)	40.1(152)(1)
Shock absorbers	STD.		Front/Rear HD	Front/Rear HD	Front/Rear HD
	OPT.				
Springs, front coil	STD.		Computer-selected		
	OPT.		HD Coil	HD Coil	HD Coil
Springs, rear, combined rating @ ground (lb.)	OPT.(2)		3,830 (3) (8) HD (4)	4,840 (5) HD (4)	6,620 —
Steering	STD.		Power	Power	Power
Wheels, type rim size	STD.		(Five) 5-Hole 15x5.5K	(Four) 8-Hole 16x6K	(Four) 8-Hole 16x6K
Tires, RM tubeless	STD.		P205/75R15SL(6)	LT215/85R16D(7)	LT235/85R16E
	OPT.		Optional tires in sizes to match Payload/GVWR requirements. Use adequate tire for loads and type of service. Consult your Ford Dealer.		

SV = Super Van. (1) 39.6 (150) with 7.5L. (2) Available with selected Payload/GVWR packages. (3) 3,750 lb. with SV. (4) Not available with SV. (5) 5,545 with Super Van (E-250). (6) P235/75R15XL with SV. (7) LT215/85R16E with SV. (8) 3,840 with long wheelbase regular van.

PAYLOAD PACKAGE SELECTOR

Series	Payload*	GVWR	Tires**
E-150 — 124" wb.	1,495 lb.	5,250 lb.	P205/75R15SL
	2,105 lb.	5,900 lb.	P225/75R15SL
	2,490 lb.	6,300 lb.	P235/75R15XL
	1,345 lb.	5,250 lb.	P205/75R15SL
138" wb.	1,965 lb.	5,900 lb.	P225/75R15SL
	2,350 lb.	6,300 lb.	P235/75R15XL
	1,895 lb.	6,050 lb.	P235/75R15XL
SV 138" wb.			
E-250 — 138" wb.	2,545 lb.	6,800 lb.	LT215/85R16D
	3,165 lb.	7,500 lb.	LT215/85R16D
	3,400 lb.	7,900 lb.	LT215/85R16E
SV 138" wb.			
E-350 — 138" wb.	4,835 lb.	9,300 lb.	LT235/85R16E
	4,250 lb.	8,900 lb.	LT235/85R16E
SV 138" wb.			

*Maximum allowable weight of people, cargo and equipment.
**Minimum tires required.

DIMENSIONS (Standard Vans)

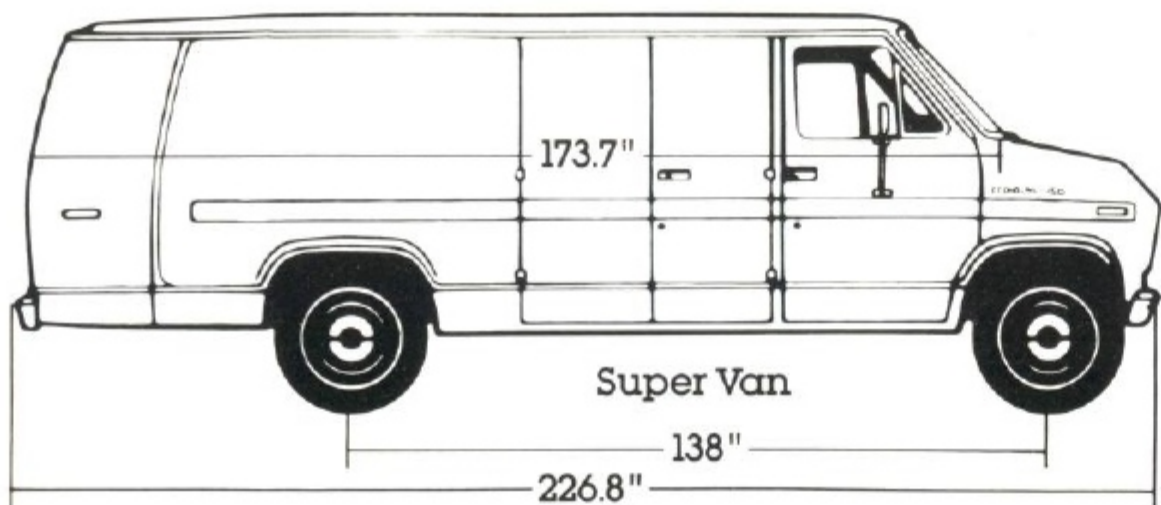
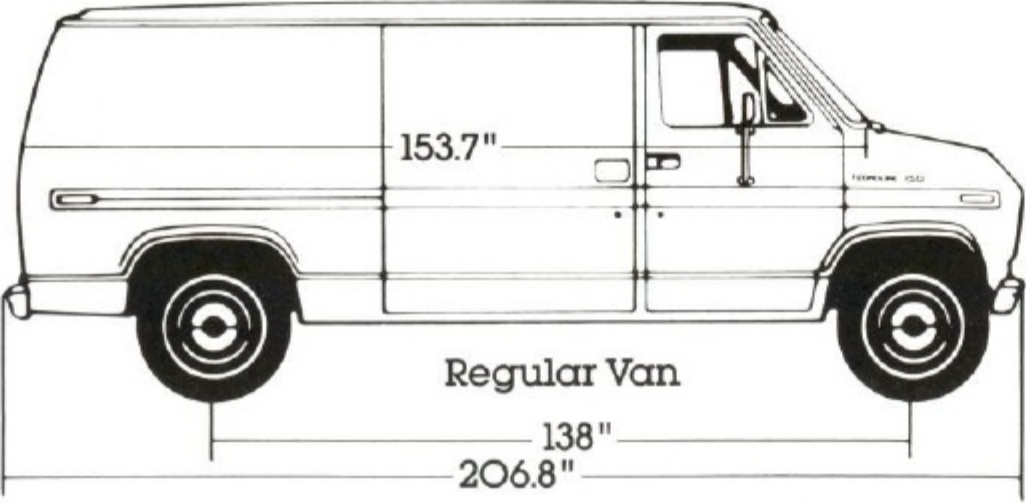
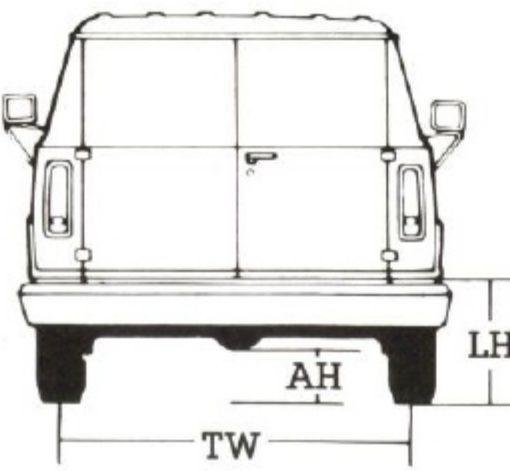
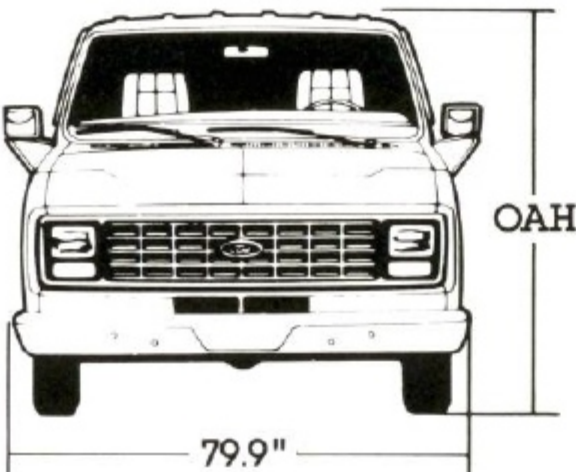
Series	WB	LH	OAH	AH	TW	Front	Rear
		Empty	Empty	Loaded			
E-150	124"	25.2"	79.2"	6.8"	69.4"	67.0"	
	138"	25.0"	79.3"	6.8"	69.4"	67.0"	
Super Van	138"	26.9"	80.6"	7.1"	69.4"	67.0"	
E-250	138"	29.0"	82.8"	7.4"	68.4"	66.0"	
Super Van	138"	29.5"	83.1"	8.0"	68.4"	66.0"	
E-350	138"	32.0"	85.2"	7.4"	68.4"	66.0"	
Super Van	138"	32.3"	85.0"	7.4"	68.4"	66.0"	

WB = Wheelbase. LH = Load height. OAH = Overall height.
AH = Axle height. TW = Tread width.

CARGO AREA DIMENSIONS (Standard Vans)

	Length (max.)	Height	Width	Cargo Volume*
Regular Van				
124" wb.	133.7"	53.9"	70.3"	252 cu. ft.
138" wb.	153.7"	53.9"	70.3"	295 cu. ft.
Super Van				
138" wb.	173.7"	53.9"	70.3"	339 cu. ft.

*Maximum. With hinged doors and without optional RH passenger seat.



SAFETY FEATURES AND OWNER INFORMATION

A commitment to safety

Safety, like quality, begins as an attitude, a way of thinking that's fundamental in shaping a vehicle's structure and components from the drawing board to assembly.

Occupant safety

Ford commits enormous resources every year to the development and testing of all truck lines and their occupant protection features.

Body structures are carefully designed from the start with passenger safety as a primary concern. After they are validated for theoretical soundness, structures are assembled into prototype vehicles and subjected to exhaustive crash testing.

Operating safety

This term applies to a vehicle's ability, with the aid of the driver, to avoid an accident.

Ford trucks are engineered to do their part — provide suspension and steering systems designed for control, as well as a brake system that is designed to provide fast stopping action along with fade resistance.

Of course, it's up to the driver to make the best use of the vehicle's accident-avoidance equipment. This involves driving defensively, reacting in time, and such seemingly small things as properly regulating the ventilation system (to help the driver stay alert).

Get it together — buckle up.

Ford Motor Company strongly encourages all passengers to use their safety belts.

In Ford trucks, outboard front seat lap and shoulder belts have automatic retractors. Outboard rear seat positions (F-Series, SuperCab and Crew Cab) also have lap belts with retractors.

Ford urges the use of child and infant restraints, even in states where they are not required by law. Ford's easy-to-install Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. If a child restraint requires a top tether, Ford trucks provide for special anchorages.

FORD ECONOLINE DESIGN SAFETY FEATURES

Vehicle operation

- Safety rim wheels and load-rated tires
- Split service hydraulic brake system with warning light
- Corrosion-resistant brake lines
- Turn indicator lever with lane-changing signal feature
- Hazard warning flasher
- Backup lights
- Side marker lights
- Parking lights coupled with headlamps
- Two-speed windshield wipers
- Windshield washers
- Outside rearview mirrors
- Glare-reduced instrument panel, windshield wiper arms, and windshield pillars
- Uniform transmission shift quadrant with safety starting switch (on all vehicles equipped with automatic transmissions)
- Continuously variable control illumination intensity (instrument cluster lighting)
- Safety hood latch system
- Function-rated windshield defroster system

Occupant protection

- Safety-designed front end structure
- Safety-designed roof structure
- Two-position safety door latches
- Integral lap and shoulder belt with automatic retractor for the driver
- Positive seat belt fastening reminder warning light and buzzer for the driver's seat
- Energy-absorbing steering column and steering wheel
- Energy-absorbing armrests and safety-designed door handles
- Energy-absorbing instrument panel with padding
- Energy-absorbing sun visors
- Energy-absorbing front seat back top
- Safety glove box latch
- Inside yieldaway rearview mirror
- Impact-absorbing laminated safety glass windshield
- Flame-resistant interior materials
- Safety-designed radio control knobs and push buttons

Anti-theft

- Locking steering column with key warning buzzer reminder (with "Park" interlock or push button for key release)
- Visible vehicle identification number



As part of Ford Motor Company's commitment to your total satisfaction, participating Ford Dealers offer the Free Lifetime Service Guarantee. They stand behind their work, in writing, for as long as you own your truck. This guarantee covers virtually every repair you pay for after your new vehicle warranty expires. Now when you pay for a covered repair once, you never have to pay for the same repair again. Ever. The dealer who did the work will fix it free. Free parts. Free labor.

While it doesn't cover routine maintenance parts, belts, hoses, sheet metal or upholstery, this limited warranty does cover thousands of parts in normal use.

No other company's dealers, foreign or domestic, offer this kind of security. Nobody.

See your participating Ford Dealer for details.



Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,100 Ford and Lincoln-Mercury dealers nationwide and in Canada.



Genuine Ford and Motorcraft original equipment replacement parts are precision engineered and manufactured to Ford specifications to deliver top-level performance in all Ford-built cars and trucks. The Ford and Motorcraft brand names are your best assurance of quality and long-term satisfaction because these replacement parts meet the same high standards as those installed in production, and at Ford, "Quality is Job 1."

Scheduled maintenance

Ford wants to reduce the frequency and cost of normal scheduled maintenance on its trucks to an absolute minimum. Here are some examples of scheduled maintenance intervals for the E-150 with popular 4.9L I-6 engine. For complete maintenance recommendations, refer to the Econoline Owner Guide.

Engine oil change	every 10,000 miles
Spark plug change	every 30,000 miles
Air filter replacement	every 30,000 miles
Engine coolant replacement	every 50,000 miles or 3 years

The commitment to quality by Ford and its dealers can save you money on repairs, too.

In addition to the Lifetime Service Guarantee, the Extended Service Plan, and Ford and Motorcraft original equipment parts already described, Ford and Ford Dealers are working in other ways to save you money on repairs and help ensure your satisfaction.

Nationwide dealer network ready to assist you.

Should your Ford car or truck need repair while you're traveling or away from home, the nearest servicing dealer can be located simply by calling one of the toll-free numbers listed under "Ford-paid repair programs."

Specialized tools and equipment.

The latest in diagnostic and service equipment designed especially for use in the repair of Ford Motor Company products is available. This equipment helps the technician make the repair properly so you won't have to come back a second time.

Continued service technician training.

Dealership technicians are continuously updated on the latest techniques and procedures to help them keep your Ford car or truck running at its best.

Ford-paid repair programs after the warranty period

Sometimes Ford offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program for your vehicle or the vehicle of interest to you, Call Ford toll-free at 1-800-241-3673, Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at:

Ford Customer Information System
Post Office Box 95427
Atlanta, Georgia 30347

We'll need your name and address, year, make and model vehicle, as well as engine size, and whether you have a manual or automatic transmission.

Technical service bulletins

All vehicles need repairs during their lifetime. Sometimes Ford issues technical service bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these technical service bulletins and explanations for your vehicle or the vehicle of interest to you, Call Ford toll-free at 1-800-241-3673, Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at:

Ford Customer Information System
Post Office Box 95427
Atlanta, Georgia 30347

We'll need your name and address, year, make and model vehicle, as well as engine size, and whether you have a manual or automatic transmission.

Options availability

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

Product changes

Ford Division reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.

"Ask your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.



FORD ECONOLINE

