

1984 FORD CLUB WAGON



The Best-Built American Trucks Are Built Ford Tough



At Ford, Quality Is Job 1.

At Ford, quality is our top priority. Nothing ranks higher in the design, engineering, manufacture, sale and service of our cars and trucks.

We're determined to make the finest cars and trucks in the world. No exceptions.

Our product philosophy begins with the vision of a customer — of you — sitting behind the wheel of a new car or truck in one of our dealers' showrooms asking a series of questions about quality.

Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

We know that the answers to those questions will determine whether you buy our product or someone else's car or truck. So that's why quality is really Job 1 at Ford.

Our quality system is based on the concept of preventing quality problems, not merely detecting problems and trying to fix them.

Also, we're committed to an operating philosophy of continuous improvement in quality and every other aspect of our business. There is no upper limit to our quality performance. We believe further improvements are always possible.

And most important, Ford employees are directly or indirectly involved in improving the quality of Ford cars and trucks. We know that our jobs and the success of Ford Motor Company depend on building high quality vehicles that meet your needs and expectations.

Donald E. Petersen
President
Ford Motor Company

**Ford Club Wagon:
Best-Built Van/Passenger
Van**

Ford's commitment to quality results in the best-built American trucks, based on a survey of owner-reported problems during the first three months of ownership of 1983 trucks. And the commitment continues in 1984.

**1984 Ford Club Wagon. . .
Spacious. Comfortable.
Versatile.**

For personal or business needs, Club Wagon from Ford comes through in all the important ways that count. Fuel economy, toughness, comfort, variety and style. And versatility most of all.

Club Wagon is available in 124- and 138-inch wheelbases and the longer Super Wagon. Plus a wide selection of seating capacities accommodating up to 15 passengers — ideal for van pooling. All this room for people and cargo makes Club Wagon the obvious choice for those who want to graduate from the conventional full-size station wagon.

At the heart of Club Wagon's value are Ford design and engineering. Rugged features such as body-on-frame construction and Twin-I-Beam independent front suspension, plus Ford's exclusive "out-front" design. And there's a wide choice of gas-powered engines: the 4.9L I-6, 5.0L, 5.8L and 7.5L V-8s. Diesel power, too, in the 6.9L V-8.

Spacious. Comfortable. Versatile. Built Ford Tough! There's no better way to describe the 1984 Ford Club Wagons from Ford. Club Wagon . . . in stylish XL and XLT trim series, and the value-packed standard Club Wagon.

Shown, from top: Club Wagon XLT, Club Wagon XL Super Wagon, and the Standard Club Wagon.

**A Word About This
Catalog**

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



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POWER & EFFICIENCY

Club Wagon powerplants — engineered for performance

It's not enough for an engine to deliver ample performance in the vehicle it is powering. It must also work to keep the cost of operation as low as possible, particularly when it comes to fuel economy. In Ford Club Wagon, you have a wide range of engines to choose from, each engineered for high-torque power and good fuel economy.*



Club Wagon undergoes rigorous testing at Ford's Arizona Proving Ground.

Standard six Club Wagon's 4.9L I-6 is the largest 6-cylinder engine in the industry. It combines efficiency with high-torque capability.* In Club Wagon E-150, standard transmission is a 4-speed manual with overdrive 4th gear for excellent highway economy.*

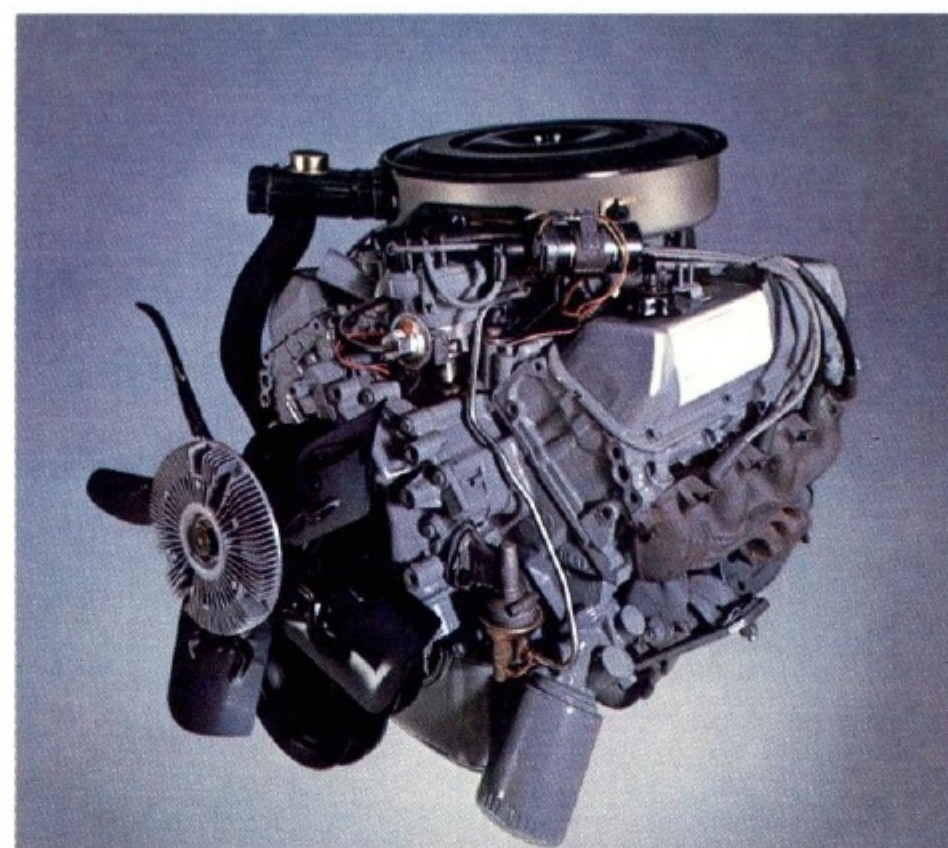
Optional V-8s. Club Wagon offers a line of three gas-powered V-8 engines. The 5.0L V-8 delivers the power and economy needed for most applications. The 5.8L and 7.5L engines provide husky V-8 performance for higher load requirements such as heavy trailer or camper towing. The 7.5L has a GCWR of 17,250 pounds and a gross trailer weight of 10,000 pounds.



The high-torque 4.9L I-6 is the largest 6-cylinder engine in the industry.

V-8 diesel option. The 6.9L V-8 is a true truck diesel, not a converted gasoline engine. Available in E-250/350 series, the 6.9L is the largest diesel powerplant available in passenger vans today. It has the most power in its class — 26 more horsepower than its nearest competitor. Plus 30% better fuel economy than Ford's similar-size gas engine. The 6.9L diesel has a big 15,500-pound GCWR for trailer towing and a gross trailer weight of 9,700 pounds in E-250 Club Wagon.

All Club Wagon engines feature **Ford's viscous-type fan clutch** which engages the clutch only when necessary. This feature saves power and



Optional 6.9L diesel for E-250/350. Proven diesel performance and economy.

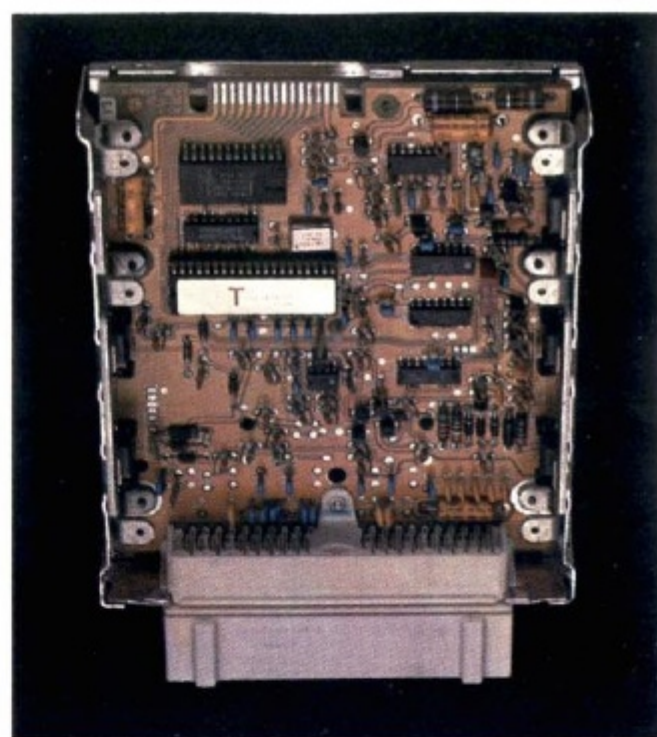
fuel. For engine and transmission availability by specific series, see the Specifications chart on page 12.

New high-output 5.8 liter V-8

This powerful new 5.8L V-8 features a four-barrel carburetor, large 17-in. air cleaner, and special low-back pressure exhaust system. Outstanding performance for trailer towing applications. Scheduled for availability in the E-150 model with automatic transmission in November, 1983. See your Ford Dealer for details.

Automatic Overdrive option

Ford's innovative Automatic Overdrive transmission is available in E-150 Club Wagons with the 4.9L I-6 and 5.0L V-8 engines. In overdrive 4th gear, torque is transmitted by way of direct (100%) mechanical linkup, which eliminates power-wasting hydraulic slippage. In overdrive gear, engine rpm are cut by about one-third to decrease fuel consumption. (Availability with 4.9L engine around March, 1984.)



EEC-IV: The world's most advanced onboard electronic engine control system.

New manual clutch features

Hydraulic clutch actuation. This system is self-adjusting for life. Clutch engagement is smoother. Also, torsional shock and impact loads on the driveline are reduced.

Clutch interlock system. Prevents the engine from starting if the clutch is not completely depressed. This eliminates the possibility of vehicle movement during start-up if the transmission is in gear.

EEC-IV: the world's most advanced electronic engine control system

The standard 4.9L I-6, optional 5.0L (California) and 5.8L 2V V-8 engines in the Club Wagon E-150 are equipped with Ford's fourth-generation electronic engine control system called EEC-IV.

EEC-IV is the latest in Ford state-of-the-art engine electronics. A computer, EEC-IV has the ability to process thousands of commands per second. With the capacity, EEC-IV provides instantaneous, precise control over engine operation throughout the full range of driver commands and engine load conditions.

EEC-IV features include:

1. SELF-TEST — to aid in system diagnosis
2. SPARK CONTROL — for precise ignition timing throughout the range of engine operation
3. "KEEP ALIVE" MEMORY — to adjust engine functions based on component wear

*1984 EPA mileage estimates were not available at the time this catalog was approved for printing. However, Ford Club Wagon is expected to post good mileage ratings. 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 & HANDLING

Club Wagon rides as a van designed for carrying people should. Smoothly.

A passenger van should do more than merely provide a large measure of space and comfort. It should also ride smoothly, no matter the number of passengers traveling.

Twin-I-Beam independent front suspension

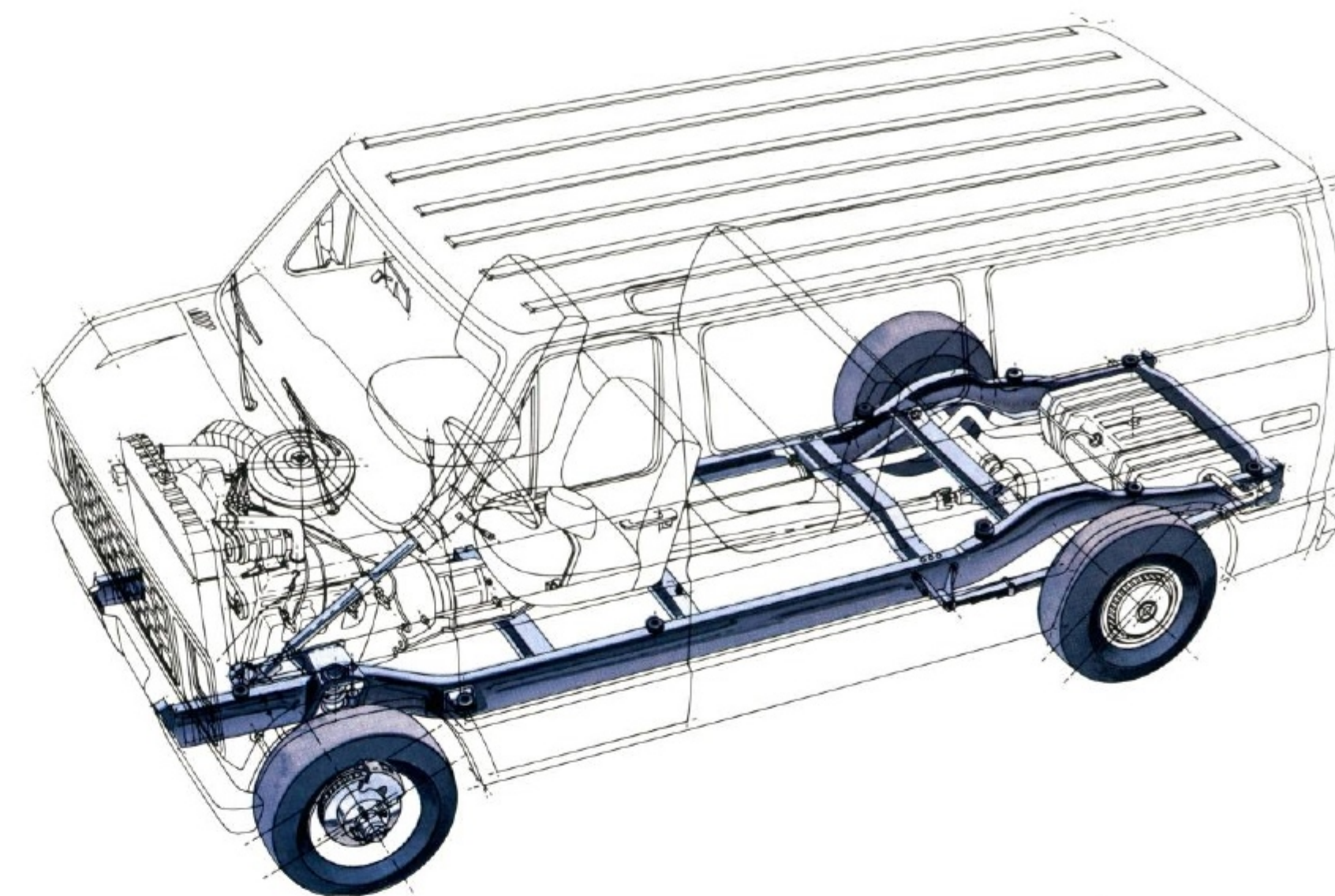
Famous Ford Twin-I-Beam independent front suspension is designed for both ruggedness and ride. Each wheel has its own forged I-beam axle and separate big coil spring. So, each wheel steps over bumps independently for a smooth ride — and you get the strength of two forged I-beam axles.

Computer-selected suspension GVWR

When you buy a Club Wagon, you need not be concerned about matching GVWR to the weight load intended for the vehicle. A computer does it for you. Just choose the series, passenger capacity and optional equipment desired, and the computer selects the proper suspension components for the GVW rating that matches the vehicle you're ordering.



Dynamic testing at Ford's Arizona Proving Ground monitors Club Wagon's maneuverability in tight situations.



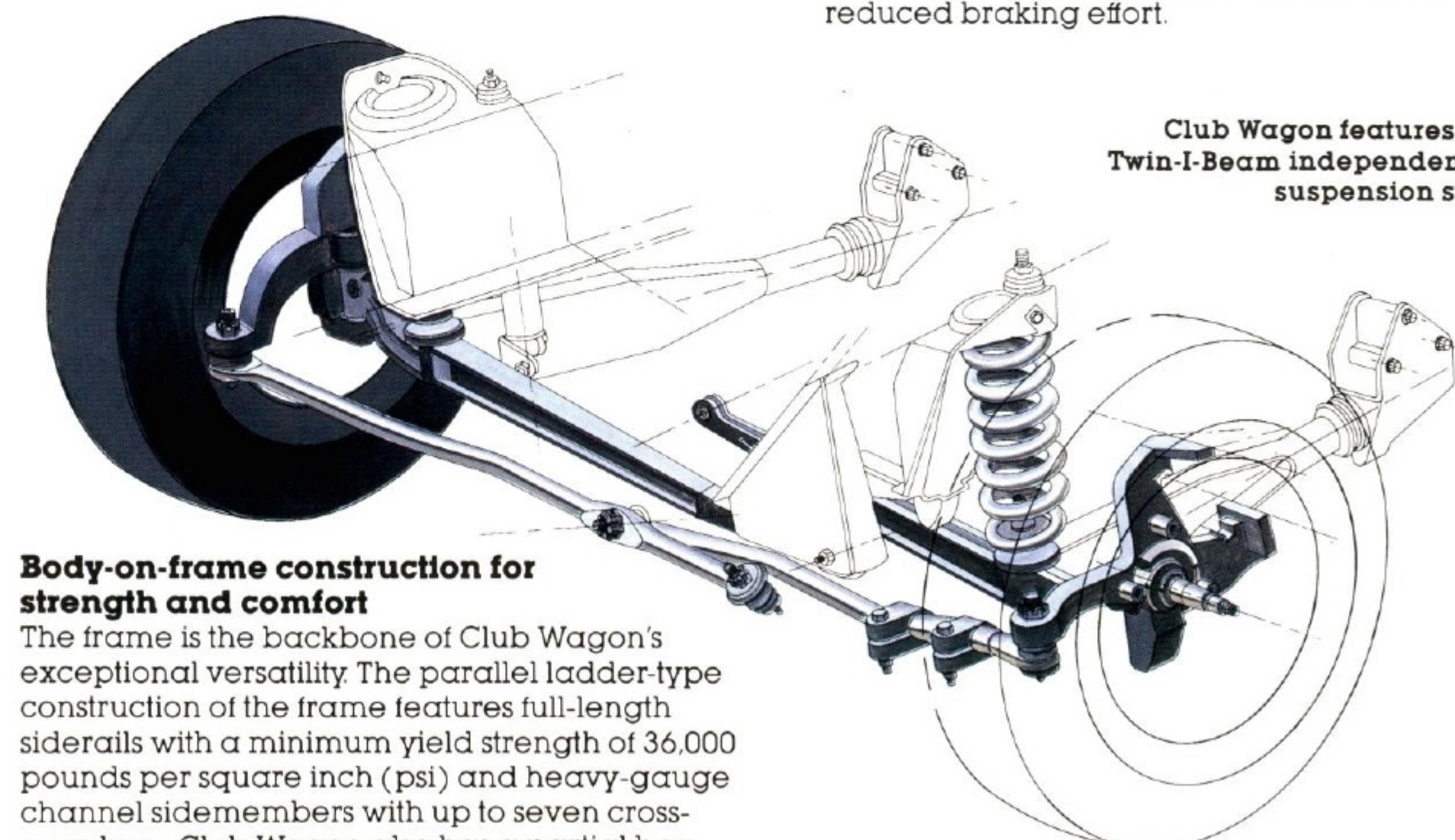
Optional suspension components

Heavy-duty front springs are available for Club Wagons if the maximum standard springs have not been computer-selected. These springs are available in the optional Handling Package (E-150 only), which also includes front stabilizer bar and heavy-duty front/rear freon bag-equipped shock absorbers. Heavy-duty shocks can be ordered for Club Wagon E-150/250 series.

Steering, brakes and tires

Power steering, standard in all Club Wagon series, features a rotary-design control valve steering gear that regulates the amount of fluid pressure depending on the degree of power-assist required. The Club Wagon driver thus has smooth hydraulic power steering at all times.

All Club Wagons have power brakes as standard equipment for quick stopping action with reduced braking effort.



Club Wagon features Ford's Twin-I-Beam independent front suspension system.

Body-on-frame construction for strength and comfort

The frame is the backbone of Club Wagon's exceptional versatility. The parallel ladder-type construction of the frame features 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. Club Wagon 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 vibrations from the passenger compartment.

The E-150 features P-metric steel-belted radials designed for ride quality and fuel efficiency with increased inflation pressure and reduced rolling resistance tread compounds. Club Wagon E-250/350 series are equipped with truck-type tires for high load-rate requirements.

THE FORD CLUB WAGON ENVIRONMENT

All the benefits of space and more

In a Ford Club Wagon are all the benefits that a spacious vehicle can provide — comfortable room for people to sit back and stretch out in, along with plenty of space left over for carrying loads of belongings on weekend trips or extended vacations. Club Wagon has much more space than any ordinary station wagon. Which is why so many people travel in Ford Club Wagon comfort.

Choice of sizes. Club Wagon comes in regular 124-in. or 138-in. wheelbase. In Super Wagon, too, which provides 20 more inches of inside length on the longer wheelbase model.



For the ultimate in seating comfort, choose optional Captain's Chairs that recline, or both swivel and recline.

Choice of seating capacity. With standard front bucket seats and rear bench seat, Club Wagon seats five — just right for the average-size family. From five-passenger seating, Club Wagon can move up in capacity to a maximum of 12 in the regular wagon, to 15 in the Super Wagon. For van pooling, Club Wagon cannot be surpassed in space and seating for people. Which is what van pooling is all about.

Ford Club Wagon ergonomics: the science of interior design for convenience and comfort.

There's more to a large passenger van like Club Wagon than the comforts of space. Club Wagon is accommodating in many other ways, too. The instrument panel, for one, is driver-oriented, with individual controls functionally arranged so as to be easy to reach, with instruments that are easy to read.

The "comfort clip" on the front seat belt shoulder harnesses can be adjusted to relieve pressure, permitting greater freedom of movement. Belts are thus comfortable to wear, so there's no excuse not to buckle up.

The sliding side door is standard in Club Wagon

for convenient entry and exit — a nice feature when getting in and out of the van in tight locations. For those who would prefer a hinged side door, it's available at no extra cost.

Front seats provide five inches of fore and aft adjustment for a range of comfortable seating positions, have full foam cushions for back and thigh support and comfort. And all 3-passenger rear bench seats have a "quick-release" feature for easy removal from the vehicle.

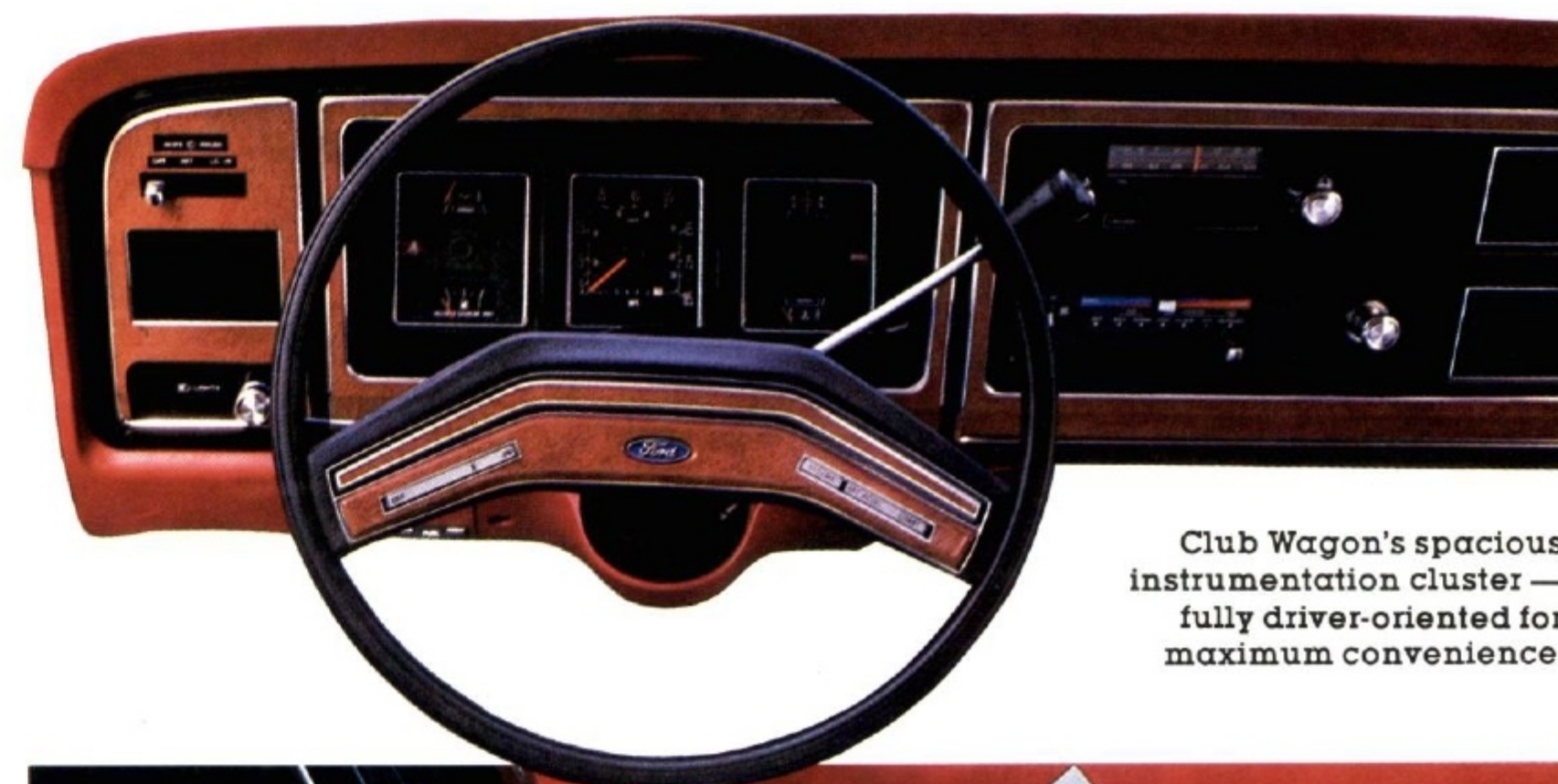
Windshield washer jets are mounted halfway up the wiper arms. A nozzle sprays fluid behind the wiper arm on the upsweep and in front of the arm on the downsweep for complete cleaning.

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 ashtray and pockets designed for carrying common travel items. These conveniences and many more — all are part of the pleasure of owning and driving a Club Wagon from Ford.

Convenient "out-front" design

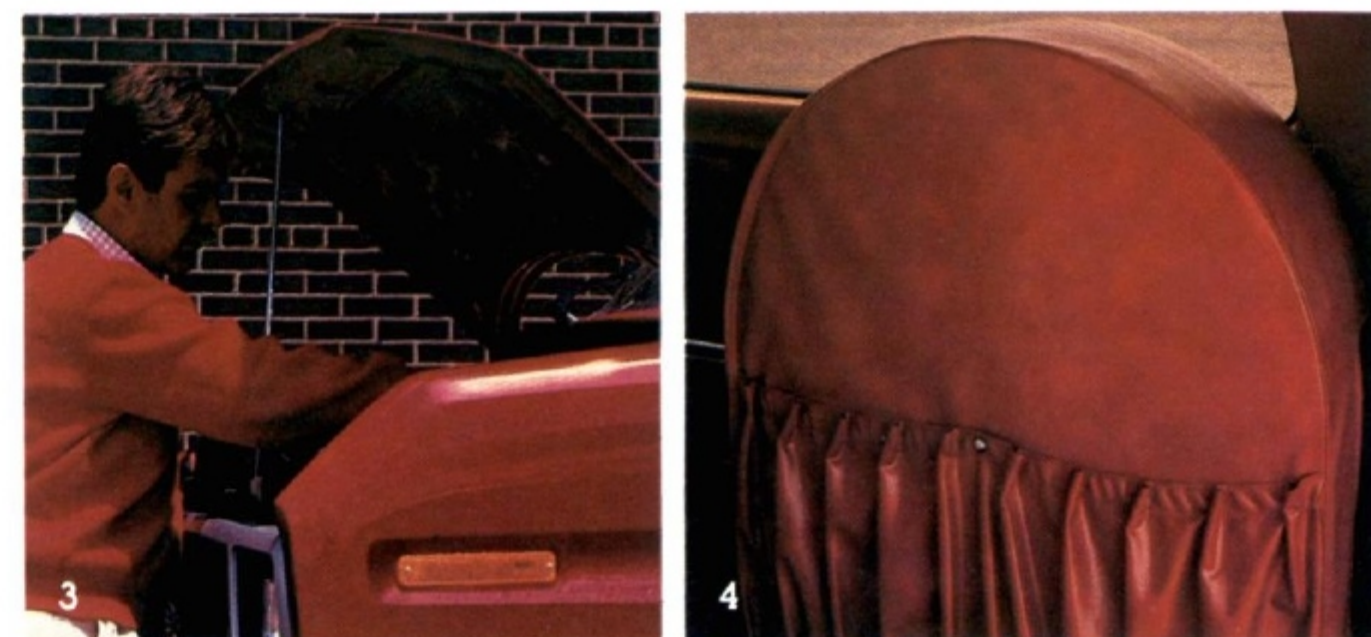
Club Wagon's forward location of the engine and front wheelhousings provides a number of important benefits not found in any other large passenger van. There's over a foot (12.3 in.) of clearance between the engine cover and each front seat for convenient walk-through access to the rear passenger and cargo areas. Entering or leaving by the front doors is also easier. The angle of the steering wheel is low, for carlike driving convenience. Another benefit of "out-front" design: 28 service items can easily be reached under Club Wagon's minihood.



Club Wagon's spacious instrumentation cluster — fully driver-oriented for maximum convenience.



- (1) Integral ashtray and storage bin.
- (2) Front door panel map pockets, standard in XL and XLT.
- (3) Convenient "out-front" design.
- (4) Color-keyed spare tire cover and storage pocket, standard in XLT.



QUALITY & CONSTRUCTION

At Ford, Quality is Job 1.

Ford builds every Club Wagon to perform to its high design and engineering standards. Club Wagons have been road-tested over thousands of miles, subjected to extreme stress and loads over paved and unpaved surfaces, up and down steep grades, through corrosive salt baths. They have run the full course of demanding acceleration, cornering and braking maneuvers.



The durability route at Ford's Arizona Proving Ground tests Club Wagon's entire structural integrity.

Computer-Assisted Design/Computer-Assisted Assembly

Human ingenuity and computer technology are close partners in the design and production of Ford light trucks.

Today, Ford is one of the biggest users of computer software and graphics equipment to assist in the design, performance, testing and even the machining of molds for manufacturing parts.

Newly designed parts can be "stress-tested" with computer 3-dimensional simulations to find (and redesign or reinforce if necessary) high stress areas before the first prototype is ever built. Then, after computer-assisted design and development, components are tested in the laboratory and complete trucks are tested on proving grounds to confirm the computer findings. In addition, Ford has a special pilot plant where new vehicles are assembled to work out any production problems before general assembly is begun across the country.

Fit and finish

Ford computers are tied into a complete information system that allows Body Engineering, Chassis Design and Metal Stamping Division to make needed design drawings at any time to ensure proper coordination. During assembly, critical attention is given to door, hood and sheet metal fits.

Ford takes tough measures to protect Club Wagon from the damaging effects of corrosion. Galvanized steel is used in the forming of important underbody and structural parts, while zinc-coated steel is used primarily in locations such as the hood, doors and fenders. Also, special treatments — aluminum-filled wax and spray-on vinyl sealers — are applied to various areas of the body structure.

Club Wagon has a deep, lustrous finish that resists nicking, cracking and peeling. Ford takes a number of carefully controlled steps to produce Club Wagon's quality finish.



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

An essential step in the process is properly preparing the sheet metal to ensure adhesion of the primers and paint. So every Club Wagon body is first cleaned in a phosphate system to remove dirt, grease and oil to prepare the surface for priming.

The priming process applied to Club Wagon utilizes the bonding powers of electricity. It's called Electrocoating. Electrocoat priming uses opposite electrical charges on the body and epoxy-based primer. As the body is immersed in the primer, the electrical attraction provides a

thorough, even coating to all areas of the body. Two coats of primer are applied and heat-cured before painting, followed by three coats of tough acrylic enamel paint.

Quality: a team effort

Engineers and assembly personnel work closely to improve the production process through Ford's Employee Involvement Program. There are more than 1,100 Employee Involvement Groups in America alone. Defect detection is not the principal concern. Emphasis is primarily on defect prevention. This is a true team effort, from the workers on the line all the way up to Donald Petersen, President of Ford Motor Company.

Ford Lifetime Service Guarantee

Participating Ford Dealers are now offering the Lifetime Service Guarantee, which guarantees their work for as long as you own your truck. It means that you pay for a covered repair on your Ford light truck once — and never again. If it ever has to be fixed again, the repairing dealer

will fix it free. Free parts. Free labor. Even if you keep your truck a lifetime. It doesn't matter where you bought your truck, or whether it's new or used; the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal and upholstery. See any participating Ford Dealer for details.



FORD CLUB WAGON XLT

XLT is Club Wagon deluxe, with chrome grille, bright window moldings, lower bodyside moldings and lower bodyside accent paint in addition to Club Wagon XL features.

Inside, the front bucket seats are upholstered in color-keyed cloth and vinyl (premium vinyl available at no extra cost). Headliner is color-keyed vinyl, full-length in the long wheelbase model and Super Wagon (white in SWB model). Sun visors are color-keyed also (LWB), as is the vinyl spare tire cover with storage pocket. In XLT are such thoughtful conveniences as the RH visor vanity mirror and step well pads for the front and sliding side doors. Plus a courtesy light switch on every door and a 3-way switch for the rear dome lamp.

Style, comfort, convenience and a great deal more. Club Wagon XLT for 1984.

Club Wagon XLT shown with optional deluxe tu-tone paint, rear step bumper, deluxe wheel covers, and white sidewall tires.



FORD CLUB WAGON XL

Inside and out, a very handsome Club Wagon. XL features bright bumpers, taillight bezels, low-mount western swing-away mirrors.

The interior has color-keyed front, side and rear door trim panels with leather-tone inserts, color-keyed carpeting front to rear, door trim panel map pockets, full-length white hardboard headliner with insulation, plus instrument panel appliques and vinyl steering wheel pad with the look of leather.



Club Wagon XL Super Wagon shown with optional regular tu-tone paint, additional seating capacity, and chrome grille.





FORD CLUB WAGON

The standard Club Wagon. Here's a fine value in today's field of roomy passenger vans. Its list of features includes power steering and brakes, halogen headlights, P-metric steel-belted radial tires (E-150), AM radio (may be deleted for credit), sliding side doors with swing-out windows (hinged doors available at no extra cost), deeply padded seating, full-length floor mat, bright hubcaps, and much more.

The standard high-torque 4.9L I-6 is teamed with 4-speed manual overdrive transmission in E-150, with SelectShift automatic in the E-250/350 series.

In this roomy, versatile Club Wagon is tremendous value — today's practical way to transport people and their belongings in comfort.



Club Wagon shown with optional low-mount western swing-away mirrors.

Ford Club Wagon for trailer towing, for work or pleasure.

Club Wagon can be equipped to tow the big Class III trailers almost effortlessly. Because Club Wagon has solid body-on-frame construction, Twin-I-Beam independent front suspension, plus husky performance powerplants in the 7.5L gas and 6.9L diesel V-8's that are unavailable in any passenger car built today. GCWR's with the 6.9L diesel go as high as 15,500 pounds (9700-lb. gross trailer weight with E-250), and even higher to 17,250 pounds (10,000-lb. gross trailer weight) with the 7.5L gas V-8. Club Wagon far exceeds the conventional station wagon when properly equipped.

What's more, Club Wagon offers a dual fuel tank capacity of 40.1 gallons in long wheelbase models for long intervals between stops at the pump. And optional Automatic Overdrive transmission in E-150 provides excellent highway fuel economy.

An optional package is available to equip Club Wagon properly for trailer towing. Included in the package: extra engine cooling, auxiliary transmission oil cooler (automatic only), 7-wire trailer harness, heavy-duty turn signal flasher, heavy-duty shock absorbers (E-150/250), 68 amp-hr. maintenance-free battery (all engines except 6.9L diesel and 7.5L), 60-amp. alternator, ammeter and oil pressure gauges, dual electric horns, engine oil cooler (with 7.5L), and bright low-mount western swing-away mirrors (standard in XL and XLT trim series).

Ford luxury vans, for the ultimate in roominess and comfort

Club Wagon is a popular choice for ultra-modern customized van conversions. For some, these elegant vehicles are a home away from home, equipped with just about anything any-



one might want. Lounge chairs, plush carpeting, raised roof with luggage rack, CB radio, venetian blinds, air conditioning, speed control, and much more.

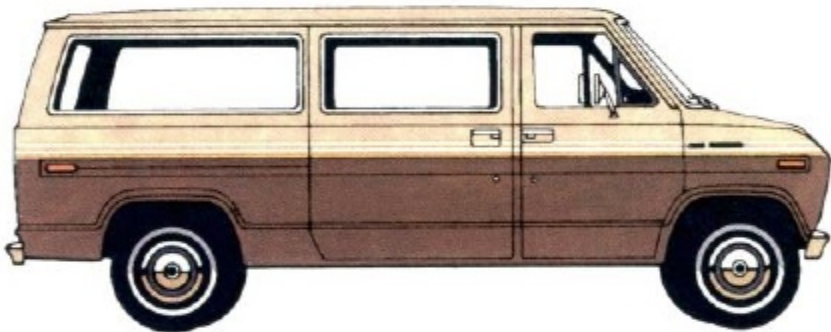
Commute in Club Wagon style

Ford vans are the natural choice for van pooling. Available is a special Van Pooling Package (fleet option) that equips Club Wagon to this ever-saving and convenient mode of transportation. The package includes: 5.8L V-8 (7.5L or 6.9L diesel optional), 40.1-gal. fuel tank capacity, rear door latch and lock, four dual beam/dome map lights, color-keyed vinyl headliner, and black stepwell pads for the front and sliding side doors. The Van Pooling Package includes XL series trim (XLT optional), and is available for E-250/350 Club Wagons with seating capacities of 12 or 15 passengers.

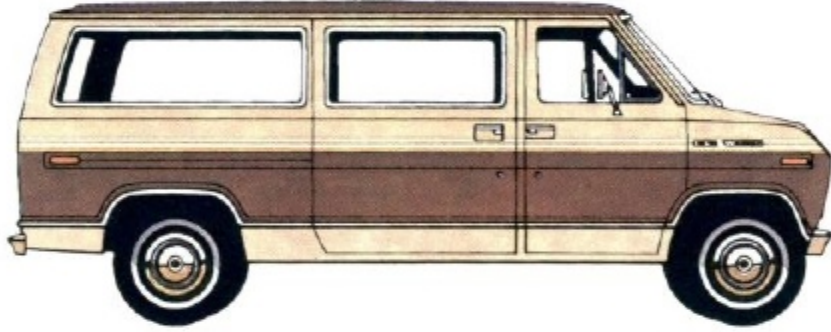
CLUB WAGON TRIM CONTENT

EXTERIOR	Standard	XL	XLT
Paint	Standard		Lower accent paint
Bright Moldings	Windshield and movable windows		XL plus side, rear quarter and door windows, lower bodyside moldings
Grille	Dark Argent		Chrome
Mirrors	Argent	Low-mount western swing-away	
Pivoting Front Vent Windows	Standard		
Hub Caps	Bright		
Taillamp Bezels	—	Bright	
Bumpers	Argent	Bright	
INTERIOR			
Seat Trim (bucket seats)	Color-keyed vinyl		Cloth/vinyl or premium vinyl
Headliner	White hardboard (front)	White hardboard (full-length)	Full-length color-keyed vinyl (LWB)
Sun Visors	White padded		Color-keyed vinyl (LWB) plus RH vanity mirror
Front Door Trim Panels	Color-keyed vinyl (partial)	Color-keyed vinyl with leather-tone inserts and map pocket	
Side and Rear Door Panels	—	Color-keyed vinyl with leather-tone inserts	
Instrument Panel	Color-keyed	Color-keyed with leather-tone appliques	
Floor Covering	Rubber/vinyl black insulated mat	Color-keyed carpeting	
Lights	Front and rear dome		
Light Switches	—	All doors plus 3-way rear dome	
Additional Insulation	—	Cowl, dash and headliner	
Spare Tire Cover	—	Color-keyed side-mounted with storage pocket	
Stepwell Pads	—	Front and side sliding doors	
Rearview Mirror	Day/night		

Tu-Tone Choices



Regular Tu-Tone: Accent color is applied below the two-color accent tape stripe.



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

Exterior Colors

Printed colors are at best only representative of the true paints. Your Ford Dealer can show you actual samples of paint colors and interior trim materials as well.



*Optional Glow color

SPECIFICATIONS

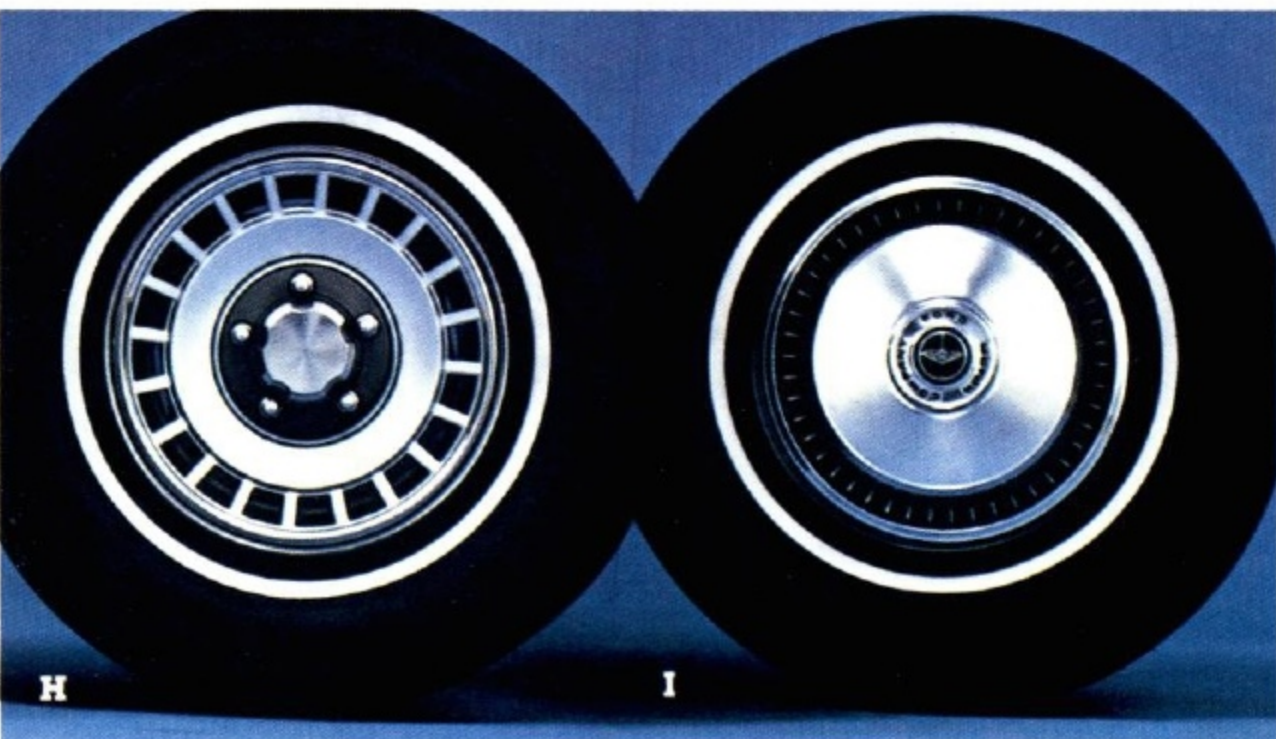
EQUIPMENT		E-150	E-250/350
Engines	Std.	4.9L (300) I-6	4.9L (300) I-6*
	Opt.	5.0L (302) V-8 5.8L (351) V-8*	5.8L (351) V-8* 7.5L (460) V-8** 6.9L (420) Diesel
Transmissions	Std.	4-Spd. Manual OD	SelectShift Automatic
	Opt.	SelectShift Automatic† Automatic Overdrive††	—
Batteries (amp-hr.)	Std.	36	45
	Opt.	45 (Std. - 5.8L), 68 (Std. - 7.5L), Dual 83 (Diesel only)	
Alternators (amp.)	Std.	40	
	Opt.	60 (Std. - Diesel), 100	
Fuel Tank (gal.) Short wb.	Std.	18.0 (68 liters)	—
	Long wb.	22.1 (83.6 liters)	
Dual Tank Capacity Long wb.	Opt.	40.1 (151.8 liters), 39.6 (150 liters) with 7.5L V-8	
Steering	Std.	Power	
Brakes	Std.	Power	
Tires	Std.	(Five) P225/75R15SL	(Five) 8.75 x 16.5 ETT (E-250) (Five) 9.50 x 16.5 ETT (E-350)
	Opt.	Optional tires in sizes to match payload/GVWR. Use adequate tires for loads and type of service. See your dealer.	
Wheels	Std.	(Five) 5-hole — 15 x 6	(Five) 8-hole — 16.5 x 6.75

OD = Overdrive *Not Available in California **Required in California †Required with 5.8L V-8
††4.9L and 5.0L only Available with 4.9L around March, 1984

Scheduled Maintenance

Ford wants to reduce the frequency and cost of scheduled maintenance on its trucks to an absolute minimum. Here are some examples of scheduled maintenance for the new Ford Club Wagon. For complete maintenance recommendations, refer to the Club Wagon Owner Guide.

Engine Oil Change	each 10,000 miles
Spark Plug Change	each 30,000 miles
Air Filter Replacement	each 30,000 miles
Engine Coolant Replacement	each 50,000 miles or 3 years



FORD CLUB WAGON OPTIONS

Appearance

- ☐ Regular Tu-Tone paint
- ☐ Deluxe Tu-Tone paint
- ☐ Bodyside accent pinstripes
- ☐ Two-color accent tape stripes
- ☐ Chrome grille
- ☐ Bright window moldings around side, rear quarter and rear door windows
- ☐ Lower bodyside moldings

Audio

- ☐ AM/FM monaural radio
- ☐ AM/FM stereo radio
- (A)** AM/FM stereo radio with cassette tape player
 - ☐ Premium sound system with power amplifier. For stereo radios only.

Comfort and Convenience

- (B)** Air conditioning. Two units available:
 - ☐ Instrument panel unit for cooling front seat area
 - ☐ High-capacity air conditioning combining the instrument panel unit with an auxiliary unit on left sidewall to cool the entire wagon.
 - ☐ Convenience Group. Interval windshield wipers, 12" day/night mirror, RH visor vanity mirror
- (C)** Electronic digital clock. Includes date, time, elapsed time and stopwatch features.

- (D)** Power door locks for all doors (front only with hinged double side doors)
 - ☐ Rear door latch and lock
 - ☐ Rear door positioners
 - ☐ Hinged side cargo doors with movable windows. No extra cost.
 - ☐ PrivacySM glass. Includes tinted windshield and front door glass.
 - ☐ Tinted glass
 - ☐ Deluxe insulation package
 - ☐ Exterior sound package
 - ☐ Light Group. Includes dual beam dome/map light, headlights-on buzzer, underhood light, and dome light switches on all doors.
 - ☐ Courtesy light switches on all doors
- (E)** Bright low-mount western swing-away mirrors. For standard trim.
 - ☐ Bright swing-out recreational mirrors
 - ☐ Electric remote-control swing-away mirrors
 - ☐ Fingertip Speed Control. Available with both manual and automatic transmissions.
- (F)** Tilt steering wheel
 - ☐ Outside RH rear door-mounted spare tire carrier (E-150)

Seats and Seat Trim

- (G)** Combination rear seat/bed. Three-passenger rear seat converts to a large 62" x 72" bed in seconds.
 - ☐ Dual Captain's Chairs. In premium vinyl or cloth/vinyl. Two choices: recline/swivel or recline/non-swivel.
 - ☐ Quad Captain's Chairs. Recline and swivel.
 - ☐ Premium vinyl seat trim

Performance

- ☐ V-8 engines. See specifications chart, page 12.
- ☐ Automatic Overdrive transmission (E-150)

- ☐ SelectShift automatic transmission. 5.8L V-8 only (E-150).
- ☐ Gauges: ammeter and oil pressure
- ☐ Van pooling package (fleet option)
- ☐ Trailer towing package
- ☐ Extra engine cooling package
- ☐ Super engine cooling package
- ☐ Auxiliary transmission oil cooler
- ☐ Handling package (E-150). Includes front stabilizer bar, heavy-duty gas-filled hydraulic front and rear shocks, heavy-duty front springs.
- ☐ Heavy-duty front and rear shock absorbers (std. on E-350)
- ☐ Heavy-duty front springs
- ☐ Front stabilizer bar
- ☐ Heavy-duty maintenance-free battery 68 amp-hr.
- ☐ Alternator: 60 or 100 amp.
- ☐ Auxiliary heater. Includes heavy-duty maintenance-free battery and alternator.
- ☐ Engine block heater. Single 600-watt with 4.9L I-6 and 5.0L V-8; dual 600-watt with larger V-8's (included with 6.9L diesel).
- ☐ High-output heater
- ☐ Auxiliary fuel tank. 18 gallons for 138-in. wheelbase wagons.

Protection

- ☐ Chrome contour bumpers. For standard trim.
- ☐ Step bumper — chrome or argent
- ☐ Security Lock Group. Includes locking gas cap(s), inside locking hood release and spare tire lock.
- ☐ Exterior Protection Group. Black pads in front and sliding side door step wells, and front bumper guards (with chrome bumpers only).
- ☐ Dual electric horns

Wheels/Wheel Covers

- (H)** Sport wheel covers (4) — E-150
- (I)** Deluxe wheel covers (4)

Also well worth considering...

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 give you complete details of the Plan. Available on all cars and most light trucks, it is honored by more than 6,300 Ford and Lincoln-Mercury dealers nationwide and in Canada.

Options Availability

1984 Ford Club Wagon options are not confined to these pages but are shown throughout this catalog. Options, whether or not they are identified, are offered at extra cost. Some options are included, required, or are not available, in combination with other options. Availability of some models and features described here and elsewhere may be subject to delay. Consult your Ford Dealer for the latest information.

CLUB WAGON SEATING CAPACITIES

AVAILABLE E-150
124" WB
CLUB WAGONS

5-PASS.
Two Bucket Seats or
Dual Capt. Chairs,
One 3-Pass. Bench.

4-PASS.
Quad Capt. Chairs.

8-PASS.
Two Bucket Seats or
Dual Capt. Chairs,
Two 3-Pass. Benches.

E-150

AVAILABLE E-150
138" WB
CLUB WAGONS
AND 250/350
SUPER WAGONS ONLY

5-PASS.
Two Bucket Seats or
Dual Capt. Chairs,
One 3-Pass. Bench.

4-PASS.
Quad Capt. Chairs.

8-PASS.
Two Bucket Seats or
Dual Capt. Chairs,
Two 3-Pass. Benches.

E-150, 250

AVAILABLE E-150
138" WB
CLUB WAGONS
AND 250/350
SUPER WAGONS ONLY

7-PASS.
Quad Capt. Chairs,
One 3-Pass. Bench.

7-PASS.
Quad Capt. Chairs,
Seat/Bed.

8-PASS.
Two Bucket Seats or
Dual Capt. Chairs,
One 3-Pass. Bench and Seat/Bed.

E-150

AVAILABLE E-250/350
CLUB WAGONS AND
SUPER WAGONS

8-PASS.
Quad Capt. Chairs,
One 4-Pass. Bench.

11-PASS.
Two Bucket Seats or
Dual Capt. Chairs,
Three 3-Pass. Benches.

12-PASS.
Two Bucket Seats or
Dual Capt. Chairs,
Two 3-Pass. Benches and
One 4-Pass. Bench.

15-PASS.
Two Bucket Seats or
Dual Capt. Chairs,
Three 3-Pass. Benches and
One 4-Pass. Bench.

11-PASS. (E-250/350)
Quad Capt. Chairs,
One 3-Pass. Bench and
One 4-Pass. Bench.

Head Room (in.)		5-Pass. Wagon
Front		41.5
Rear		40.0
Hip Room (in.)		
Front Bucket Seat Width		21.0
3-Passenger Rear Bench		55.7
Shoulder Room (in.)		
Rear — LH Wall to RH side door		69.3

Wheelbase (in.)	Height (in.) (floor to roof)	Length (in.) (seat to door)
124	53.9	40.0
138	53.9	62.0
138 SW	53.9	82.0

SW = Super Wagon

Series	Wheelbase (in.)	Tread (in.)		Overall Length (in.)	Maximum Height (in.)
		Front/Rear			
E-150	124	69.4/67.0	186.8	81.1	
	138	69.4/67.0	206.8	81.1	
E-250*	138	68.4/66.0	206.8	82.9	
	138	68.4/66.0	226.8	82.6	
E-350 SW	138	68.4/66.0	226.8	84.1	

SW = Super Wagon * Available in 11-, 12-passenger versions.
Also, 8-passenger version available with quad Captain's Chairs and a 4-passenger bench seat.

A COMMITMENT TO SAFETY

Trucks built with a concern for safety are designed and engineered by people who are committed to safety.

Occupant safety
To help protect passengers in the event of an accident, Ford trucks are equipped with numerous safety-design features, including those listed under the category "Occupant Protection."

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

Body structures — front and rear end assemblies, roof and doors — 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 testing in the Crash Barrier Building at Ford's Dearborn, Michigan, Proving Ground.

Thorough evaluations of instrument panel and steering column designs, seats, head restraints and seat belts are also involved in all phases of safety testing.

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

Most important to operating safety are the major chassis systems — the front and rear suspensions, steering and brakes. Ford trucks are engineered to do their part — provide suspension and steering systems designed for handling responsiveness and control, as well as a brake system that delivers 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 and reacting in time, and such seemingly small things as regulating the interior heating/cooling system for proper ventilation (to help the driver stay alert) and maintaining the radial tires at recommended inflation pressures (to keep them at safe temperatures).

Get it together — Buckle up.
Ford Motor Company strongly encourages all passengers to use their safety belts. In all Ford trucks, front seat lap and shoulder belts are equipped with automatic retractors and tension relievers, so they're very convenient to put on and comfortable to wear. Rear seat positions also have lap belts.

Ford also urges the use of child and infant restraints, even in states where they are not required by law. Ford's Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. These restraint systems are easy to install and meet all state and federal standards. If a child restraint requires a top-tether, Ford trucks provide a special anchorage at each rear outboard seating position.

Ford Club Wagon Lifeguard Design Safety Features

Vehicle operation
• Dual service hydraulic brake system with warning light
• Front disc brakes • Hazard warning flasher • Two-speed windshield wipers • Safety hood latch system

Occupant protection
• Safety door latches and hinges • Integral lap and shoulder belts with automatic retractors for front seat occupants
• Positive seat belt fastening reminder warning light and buzzer for driver • Lap belts with buckles for all rear seating positions • Energy-absorbing steering column and steering wheel • Energy-absorbing instrument panel with padding for the right front passenger • Impact-absorbing laminated safety glass windshield • Flame-resistant interior materials • Child restraint tether anchorages

Anti-theft
• Locking steering column with key warning buzzer reminder
• Visible vehicle identification number • Separate keys for ignition and door entry

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

About this catalog...
Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford Division reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this publication are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

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.

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 and Hawaii call 1-800-243-3711 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 and Hawaii call 1-800-243-3711 and in Georgia call 1-800-292-0959.

Or write Ford at:
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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.





Get it together — Buckle up.

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FORD CLUB WAGON

FORD DIVISION

