

1984 FORD ECONOLINE VAN



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 Econoline: 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 ECONOLINE...
THE VAN LEADER**

It's not surprising that Ford Econoline has been the best-selling 6-cylinder van over the past three years.*

Econoline is built to get the job done. With a range of payload capacities up to 5,015 pounds in regular vans. Rugged engineering features such as body-on-frame construction and Twin-I-Beam independent front suspension. Convenient "out-front" design. A choice of gas-powered engines: 4.9L I-6, 5.0L, 5.8L and 7.5L V-8s. And diesel performance with the 6.9L V-8.

And Econoline versatility comes in a wide selection of body styles, wheelbases, specialized chassis platforms to satisfy anyone's personal or commercial requirements. Econoline Vans offer many things to many people. But everyone appreciates one thing all Econolines have in common: They're Built Ford Tough.

*Based on cumulative registrations as of April, 1983.

Shown, from top:
Econoline XL Super Van
Standard Econoline Van



**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

Whatever the job, Econoline has a hard-working powerplant to match it.

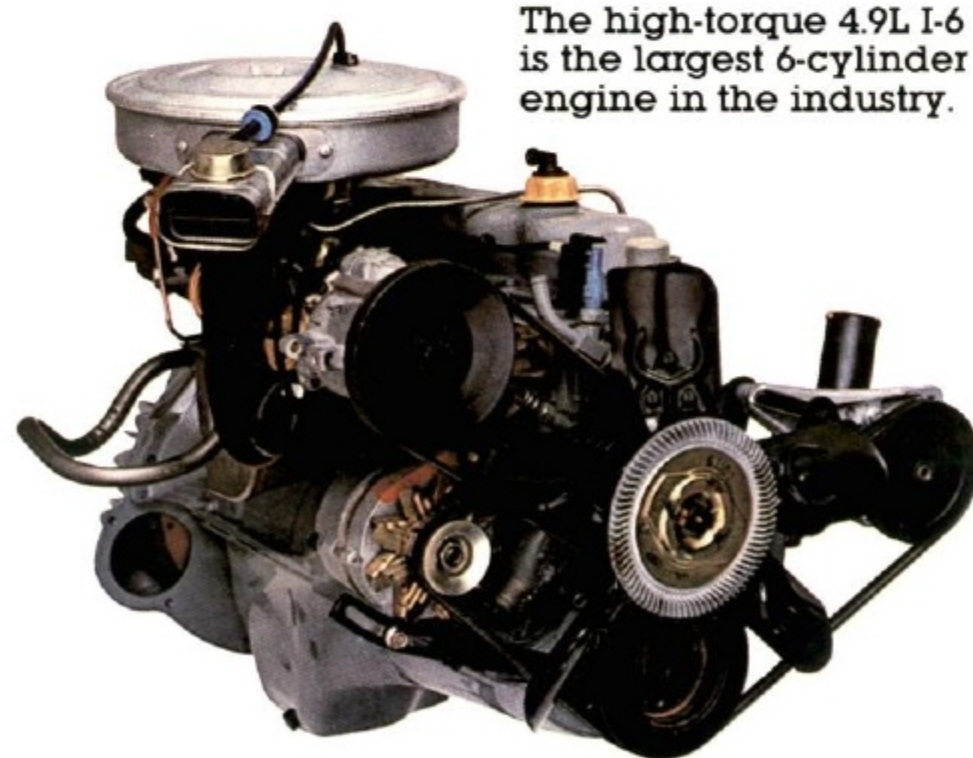
A hard-working engine provides the power that specific applications call for, depending on payload requirements. It also works to keep the cost of operation as low as possible, especially in the all-important area of fuel economy.* With Econoline Vans from Ford, you have a wide choice of engines.



Econoline undergoes rigorous testing at Ford's Arizona Proving Ground.

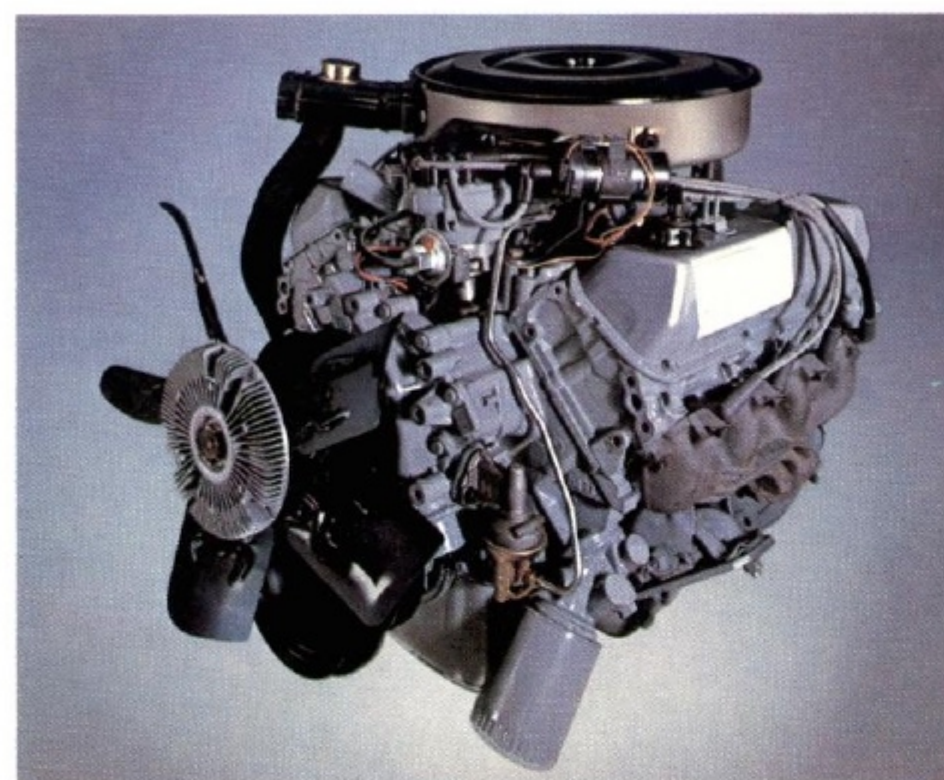
Standard six. Econoline's 4.9 liter I-6, the largest 6-cylinder engine in the industry, combines efficiency* with high-torque capability.

Optional V-8s. Econoline offers a line of three gas-powered V-8 engines. The 5.0L V-8 delivers the power and economy* needed for most van 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. The 6.9L, available in E-350, is the largest diesel powerplant available in 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 10,000 pounds.



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

All Econoline engines feature Ford's **viscous-type fan clutch** which engages the fan only when necessary. Saves power and fuel.

For engine and transmission availability by specific series, see the Econoline Powerteams chart on page 14.

New high output 5.8 liter V-8

This powerful new 5.8 4V 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 November, 1983. See your Ford Dealer for details.

Automatic Overdrive option

Ford's innovative Automatic Overdrive transmission is available in E-150/250 vans. 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.

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.

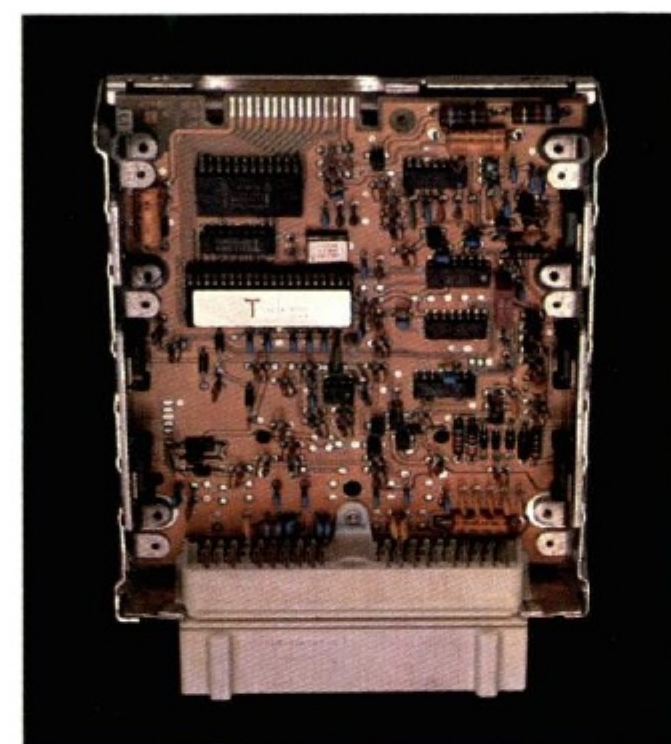
Clutch interlock system. Prevents the engine from starting if the clutch is not completely depressed. This is a safety-design feature that

eliminates the possibility of vehicle movement during start-up if the transmission is in gear.

EEC-IV: the world's most advanced on board electronic engine controls

The standard 4.9L I-6, optional 5.0L (California) and 5.8L 2V V-8 engines in the '84 Econoline Van (E-150/250) 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 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: The world's most advanced onboard electronic engine controls.

EEC-IV features include:

1. SELF-TEST — to aid in system diagnosis
2. SPARK CONTROL — for precise ignition timing throughout the full 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 Econoline 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

Rugged construction and smooth operation — Econoline delivers both.

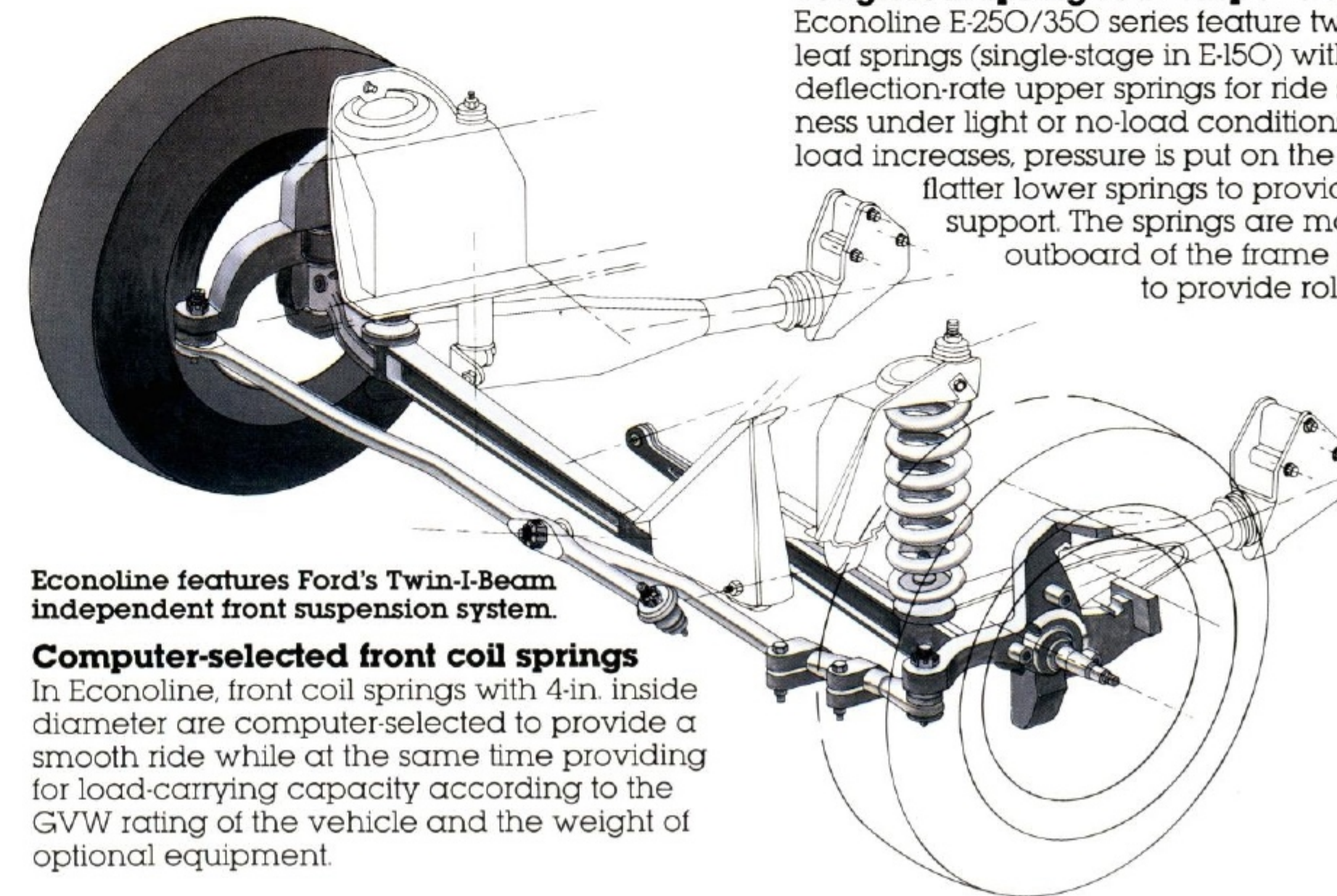
Built Ford Tough doesn't mean rough going on the road. Far from it. Ford Econoline is built to perform to demanding truck standards. Most commercial applications demand it. But Ford engineers have given Econoline a smooth ride for all of its built-Ford toughness.



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

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.



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

Computer-selected front coil springs

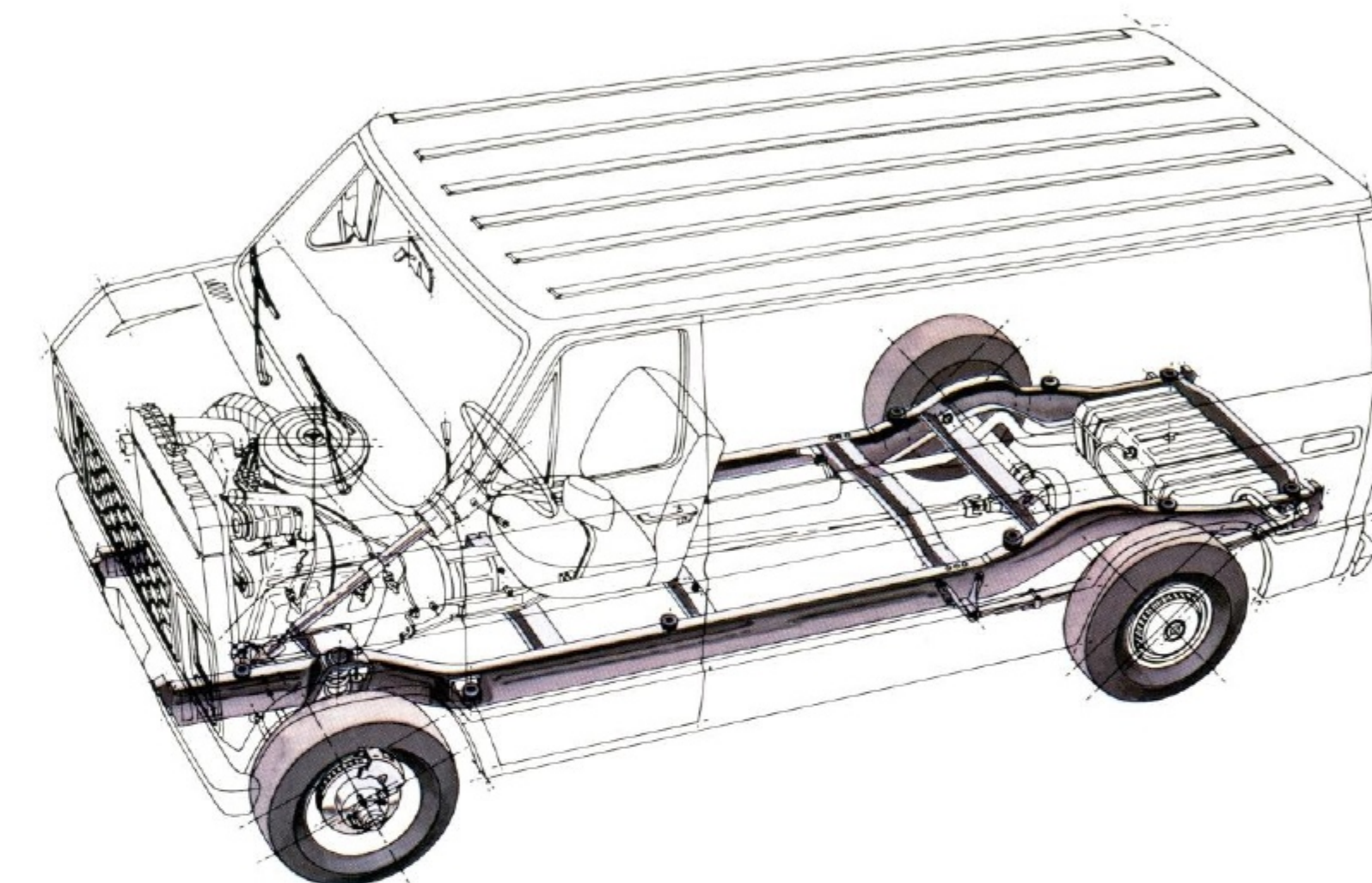
In Econoline, front coil springs with 4-in. inside diameter are computer-selected to provide a smooth ride while at the same time providing for load-carrying capacity according to the GVW rating of the vehicle and the weight of optional equipment.

Optional suspension components

Econoline offers a range of optional suspension components to meet your requirements.

There's the Handling Package (E-150 only) that includes front stabilizer bar, heavy-duty front/rear freon bag-equipped shock absorbers, and heavy-duty front springs.

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. And heavy-duty shocks, standard in E-350, are available for E-150/250 series Econolines.



Tough leaf-spring rear suspensions

Econoline E-250/350 series feature two-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 lower springs to provide added support. The springs are mounted outboard of the frame siderails to provide roll stability.

Body-on-frame construction for strength and comfort

The frame is the backbone of Econoline's great utility. 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. 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

Standard steering in E-150 Econolines is the manual recirculating ball-type design for low-friction operation and low-steering effort. Power steering, standard in the E-250/350 series, uses a rotary-design control valve steering gear that regulates the amount of fluid pressure depending on the degree of power-assist required. In an Econoline equipped with power steering, the driver has smooth hydraulic power steering ease at all times.

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

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. Econoline E-250/350 series are equipped with truck-type tires for high load-rate requirements.

THE FORD ECONOLINE ENVIRONMENT

The choice of van owners across America

Econoline Van is available in a variety of body styles to satisfy any requirement, personal or commercial.

Super Vans. Maximum room for cargo in the long 138" wheelbase model with 20 more inches of inside length.

Cargo Vans. Hardworking vans with the cargo volumes and wide range of payloads to measure up to any job.

Window Vans. Feature windows all the way around for increased driver visibility.



Sliding side cargo door, ideal for operating in tight spots, at no extra cost.



Double-hinged side cargo doors are standard.

Display Vans. Yet another Econoline choice of style, with windows in all doors and a large window in the right-hand quarter panel bodyside.

Econoline Chassis. A versatile range of chassis models ready for a variety of special applications. Explained in further detail on page 11.

Choice of cargo door styles.

Econoline comes in a choice of two cargo door designs. The standard hinged doors open outward, have an effective opening width of 42.5 inches. The sliding side door, available at no extra cost, is ideal for working in cramped quarters. It has an effective opening width of 40.3 inches. The rear cargo door has effective opening width of 52.8 inches, features convenient "slam-shut" latch.

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.

- Air Cleaner • Alternator • Automatic Transmission fill and check • Maintenance-free Battery • Brake Master Cylinder • Carburetor • Carburetor Thermal Control Clutch Linkage (manual transmissions) • Distributor • Engine Oil fill and check • Engine Thermostat • Fan Belt • Heater Blower Motor • Horn • Ignition Timing Mark • Fuel Pump • Power Steering fill and check • Radiator fill and drain • Radiator and Heater Hoses • Side Marker Lights • Starter Relay • Steering Gear Housing • Transmission Shift Linkage (column-mounted) • Voltage Regulator • Water Pump • Water Temperature Sensing Unit • Windshield Washer Reservoir • Most Drive and Accessory Belts.

Econoline's "out-front" design provides other benefits. With the engine and front wheels positioned forward, the angle of the steering

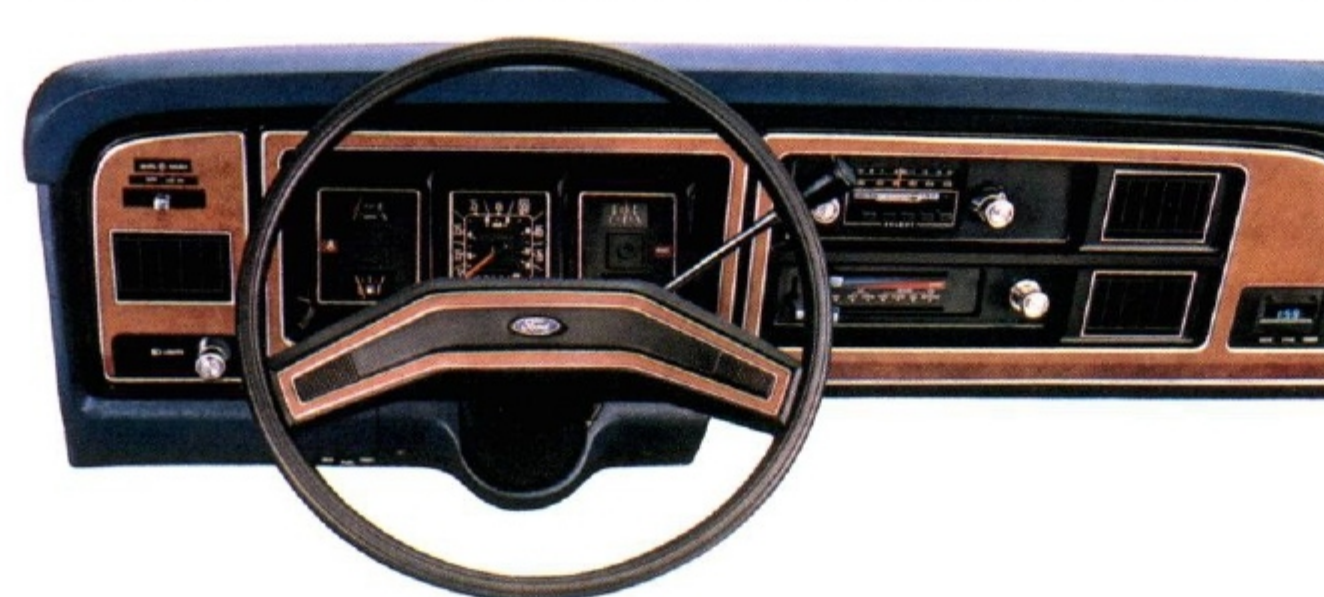
Econoline's tremendous success over the years. Econoline is accommodating in a lot of other ways, too.

The instrument panel is driver-oriented, with individual controls functionally arranged to be easy to reach, and with instruments that are easy to read.

The "comfort clip" on the front seat belt shoulder harness can be adjusted to relieve pressure, permitting greater freedom of movement. With belts this comfortable, there's no excuse not to buckle up.

The front seat provides five inches of fore and aft adjustment for a range of comfortable seating positions, has full foam cushions for back and thigh comfort and support.

Windshield washer jets are mounted halfway



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

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 quick, 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 an Econoline Van from Ford.



Econoline's "out-front" design with multiple convenience benefits. A Ford exclusive.

Ergonomic conveniences — all part of Econoline's style

Rugged construction, big payload capacity up to 5,015 pounds (4,485 pounds in Super Van), body style versatility, and convenience of design are not the only reasons for



295 cu. ft. of cargo space in the long wheelbase model, 339 cu. ft. in Super Van.

QUALITY & CONSTRUCTION

At Ford, Quality is Job 1.

Ford builds every Econoline Van to perform to its high design and engineering standards. Econolines Vans 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 Econoline'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 Econoline 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. Additional special treatments include aluminum-filled wax and spray-on vinyl sealer.

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



Ford's extensive corrosion testing includes a salt bath, which exposes all areas of Econoline'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 Econoline 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 Econoline utilizes the bonding powers of electricity. Electrocoat priming uses opposite electrical charges on the body and an 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.



FORD ECONOLINE XL

Econoline XL adds a lot of appearance and convenience features to those of the standard van model. Inside, there's color-keyed carpeting. Color-keyed front door trim panels, too, with convenient map pockets and inserts that have the look of leather. Leather-tone appliques on the instrument panel and steering wheel pad as well. And a standard cigarette lighter. Outside, bright accents include bumpers, low-mount western swing-away mirrors, windshield molding, and taillamp bezels (see page 12 for standard trim content). And with Econoline XL you get all of the hard-working features of the standard van.

Econoline XL Super Van shown with optional tu-tone paint, rear step bumper, side cargo door window, deluxe wheel covers, and white sidewall tires.



STANDARD FORD ECONOLINE

The standard Ford Econoline is the mainstay in thousands of important commercial, farm, personal and recreational applications all over the country. The reasons are simple. Econoline has rugged body-on-frame construction. Twin-I-Beam independent front suspension. Convenient "out-front" design. Big payload capacity (see payload selector on page 14). And Econoline has a great list of standard features (page 12). All of which add up to make this Econoline Van an outstanding value. See and test-drive it today at your Ford Dealer.

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



Ford Econoline for Work or Recreation

Econoline really proves its versatility in the many ways it can be outfitted for specialized commercial and recreational applications.

Big trailer towing capability, van and camper conversions — all are possible with Econoline Van. Econoline has solid body-on-frame construction, Twin-I-Beam independent front suspension, plus performance powerplants such as the 7.5L gas and 6.9L diesel V-8s that are unavailable in any passenger car built today.

What's more, Econoline offers an optional dual fuel tank capacity of 40.1 gallons (39.6 gallons with 7.5L V-8) for long intervals between stops at the pump. And there's optional Automatic Overdrive transmission in E-150/250 vans for excellent highway economy.

Ford luxury vans, for the ultimate in roominess and comfort.

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



Tow the big trailers with ease.

Econoline can be equipped to tow the big Class III trailers almost effortlessly. GCWRs with the 6.9L diesel go as high as 15,500 pounds, and even higher to 17,250 pounds with the 7.5L gas V-8. Gross trailer weight with both engines is 10,000 pounds.

An optional trailer towing package is available for added towing convenience. The package includes: extra engine cooling (with all engines except 5.8L V-8 in E-250/350 which has super 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 (except 6.9L diesel), ammeter and oil pressure gauges, dual electric horns, engine oil cooler (with 7.5L), and bright low-mount western swingaway mirrors (included in XL trim).

Econolines for camping enthusiasts.

The RV Camper Package is available through camper conversion manufacturers for Econoline van and cutaway models. It includes the following features: XL series trim (see page 12 for contents), super engine cooling (extra cooling with 7.5L), 68 amp-hr. maintenance-free battery (cutaway model), 60 amp. alternator, camper wiring harness for cutaway model, side and rear door scuff plates plus courtesy light switches for van model, right-hand armrest, stepwell pads (front and sliding side doors), radio prep package, cigarette lighter, comfort ride suspension, and power steering.

The workhorses of the fleet.

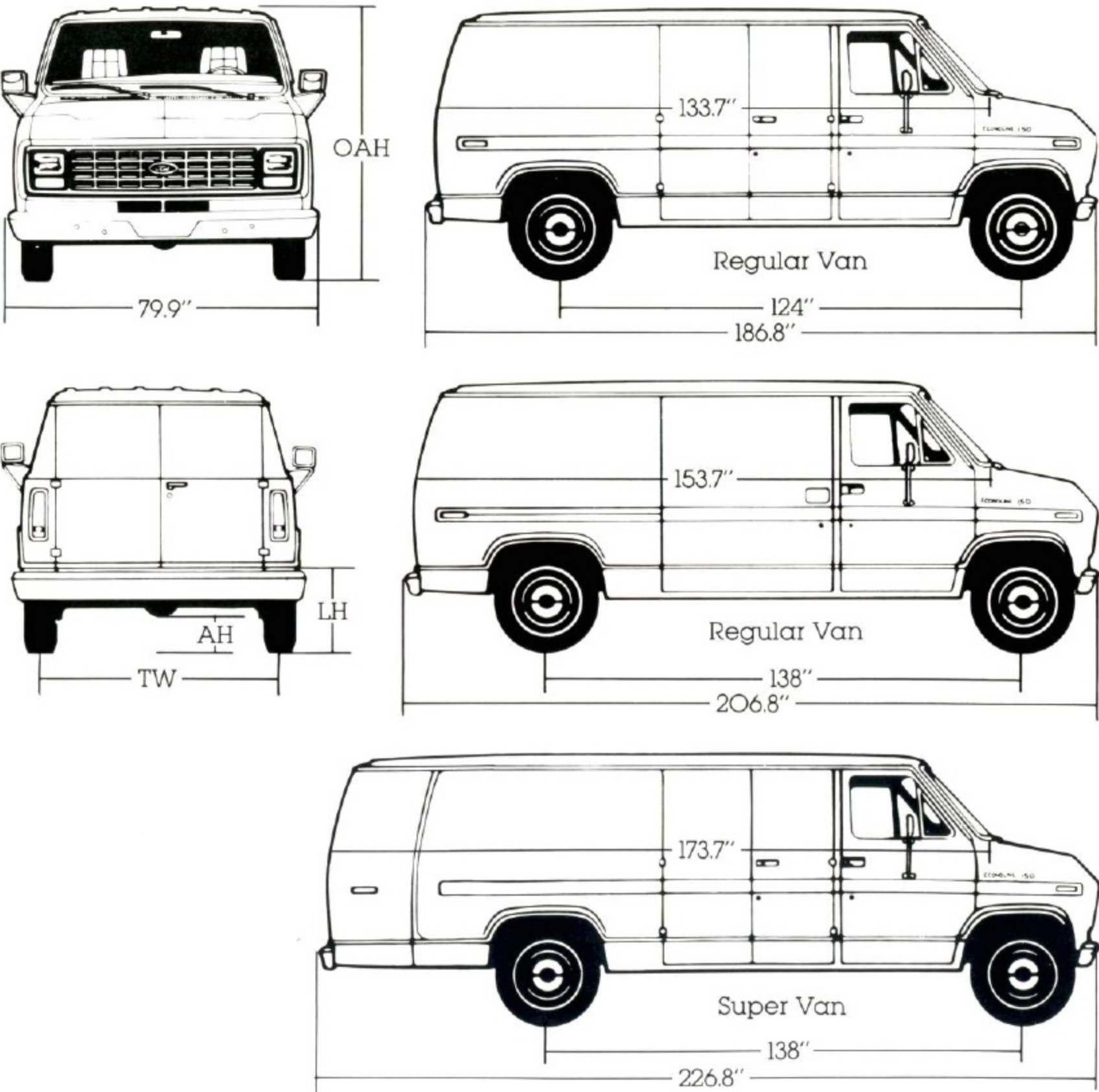
They're none other than the chassis models, designed for specialized job requirements. Choose from the Cutaway Chassis, the Striped Chassis, and complete Parcel Delivery Vans in 12- or 14-foot lengths. Also available are the Ambulance Body Builder Preparation Package and the School Bus Body Builder Preparation Package. For detailed information on all of these hard-working Econolines adaptations, pick up a copy of the 1984 Ford Chassis catalog at your Ford Dealer.

Motorhome on Econoline RV Chassis.

Here's a great way to tour America in comfort and style. Econoline offers an RV chassis with the rear of the driver's compartment cutaway to readily accommodate a modern motorhome. This Built-Ford-Tough chassis is available in 138-in., 158-in., or long 176-in. wheelbase and GVWRs up to 11,000 pounds.

FORD ECONOLINE
TRIM CONTENT

	Standard Van	XL
EXTERIOR		
Grille	Dark argent with light argent surround	Dark argent with light argent surround
Windshield molding	Bright	Bright
Hub caps	Bright	Bright
Steel wheels	White	White
Bumpers	Argent	Bright
Outside mirrors	Argent	Bright low-mount western swingaway
Bright taillight bezels	—	Standard
INTERIOR		
Vinyl seat trim	Standard	Standard
Floor covering	Black insulated floor mat—rubber/vinyl (coverage depends on model)	Color-keyed carpeting (front only)
White hardboard front headliner	Standard	Standard
Color-keyed belts	Standard	Standard
Instrument panel	Color-keyed pad, windshield and "A" 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 with leather-tone inserts and map pockets	—	Standard
Cigarette lighter	—	Standard
Front/rear dome lights	Standard	Standard
Pivoting front vent windows	Standard	Standard



DIMENSIONS (Standard Vans)

SERIES	WB	LH Empty	OAH Empty	AH Loaded	TW	
					Front	Rear
E-150	124"	25.2"	79.2"	6.3"	69.4"	67.0"
Super Van	138"	25.0"	79.3"	6.3"	69.4"	67.0"
E-250	138"	29.0"	82.8"	7.4"	68.4"	66.4"
Super Van	138"	29.4"	83.1"	7.2"	68.4"	66.0"
E-350	138"	32.0"	85.2"	7.7"	68.4"	66.0"
Super Van	138"	32.5"	85.0"	7.7"	68.4"	66.0"

WB = Wheelbase LH = Load Height OAH = Overall Height
AH = Axle Height TW = Tread Width
*Maximum. With hinged doors and without optional RH passenger seat.

CARGO AREA DIMENSIONS
(Standard Vans)

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

FORD ECONOLINE OPTIONS

Appearance

- Chrome grille
- Bright window moldings
- Lower bodyside moldings
- Bodyside accent pinstripe
- Two-color accent tape stripe. Included with Regular and Deluxe Tu-Tone paint treatments.

Audio

- AM/FM monaural radio
- AM/FM stereo radio. Speakers located in door panels.
- (A) AM/FM stereo radio with cassette tape player
- Premium Sound System. Includes power amplifier (available with stereo radios only).

Comfort and Convenience

(B) Air Conditioning:

- Instrument panel unit for front seat area
- High-capacity air conditioning combines the instrument panel unit 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 right-hand visor vanity mirror.

(C) Electronic digital clock. Readouts for the day, date and elapsed time. Includes "stopwatch" feature. Includes leather-tone instrument panel applique (std. van).

- (D) Power door locks for all doors (front doors only with hinged side cargo doors)
- Light Group. Includes front dual beam dome/map light, headlights-on warning buzzer, underhood light and courtesy light switches.
- Power Steering (E-150)
- Western mirrors, bright low-mount swingaway, 8" by 5" (Std. van).

- (E) Recreational mirrors, bright swing-out, 6 3/4" by 9 1/2"
- Fingertip Speed Control. Available with manual and automatic transmissions.
- (F) Tilt steering wheel. Not available with 3-speed manual transmission.
- Courtesy light switches for all doors
- Full-length carpeting
- Cigarette lighter (Std. Van)

Heaters:

- High output
- Auxiliary for cargo area
- Deluxe Insulation Package
- Exterior Sound Package. Included on all models over 10,000 lb. GVWR.
- Sliding side cargo door in place of hinged doors (no extra cost)
- Rear door positioners
- Swing-out or fixed windows are available in all cargo doors
- Tinted glass
- Privacy glass (regular tinted glass in windshield and front doors). Privacy or tinted glass in rear doors.

Seats and Seat Trim

- Adjustable passenger seat (matches 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. Deluxe seat belts included.
- Quad Captain's Chairs. Recline and swivel. Vinyl or cloth and vinyl trim. Include deluxe seat belts.
- Premium vinyl seat trim.

Performance

- 4-speed manual overdrive transmission (E-150)
- SelectShift automatic transmission
- Automatic Overdrive transmission
- Heavy-duty alternator. 60 or 100 amp.
- Heavy-duty battery. 45 or 68 amp-hr. maintenance-free
- Heavy-duty auxiliary battery. 8l amp-hr. in addition to the main battery.

- Extra Engine Cooling Package
- Super Engine Cooling Package
- Gauges, ammeter and oil pressure
- Auxiliary transmission oil cooler
- Front stabilizer bar. Included in Handling Package.
- Heavy-duty front or heavy-duty front and rear springs (E-150/250)
- Heavy-duty front and rear shock absorbers (E-150/250)
- Engine block heater
- Trailer Towing Package (see pages 10-11)
- Handling Package. Includes front stabilizer bar, heavy-duty front and rear 1 3/8-in. freon bag-equipped shock absorbers and heavy-duty front springs (E-150).
- Auxiliary fuel tank. 18-gallon (68 liter) additional capacity for 138-in. wheel-base models, 17.5 gallons (66 liters) with 7.5L V-8.
- California Emissions System
- High Altitude Emissions System

Note: Other heavy-duty suspension packages are available for specific needs. Consult your Ford Dealer for details.

Protection

- Security Lock Group. Includes locking gas cap(s) inside locking hood release and spare tire lock.
- Protection Group. Black stepwell pads in front and sliding doors. Front bumper guards for vehicles with chrome bumpers.
- Dual electric horns
- Rear door latch and lock
- (G) Rear Step Bumper. Argent or Chrome. Trailer hitch ball shown not included.
- Chrome contour bumpers

Wheels and Wheel Covers

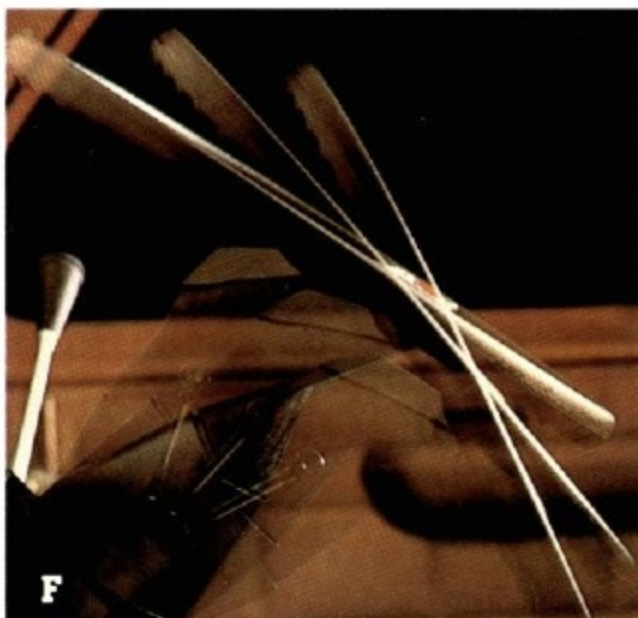
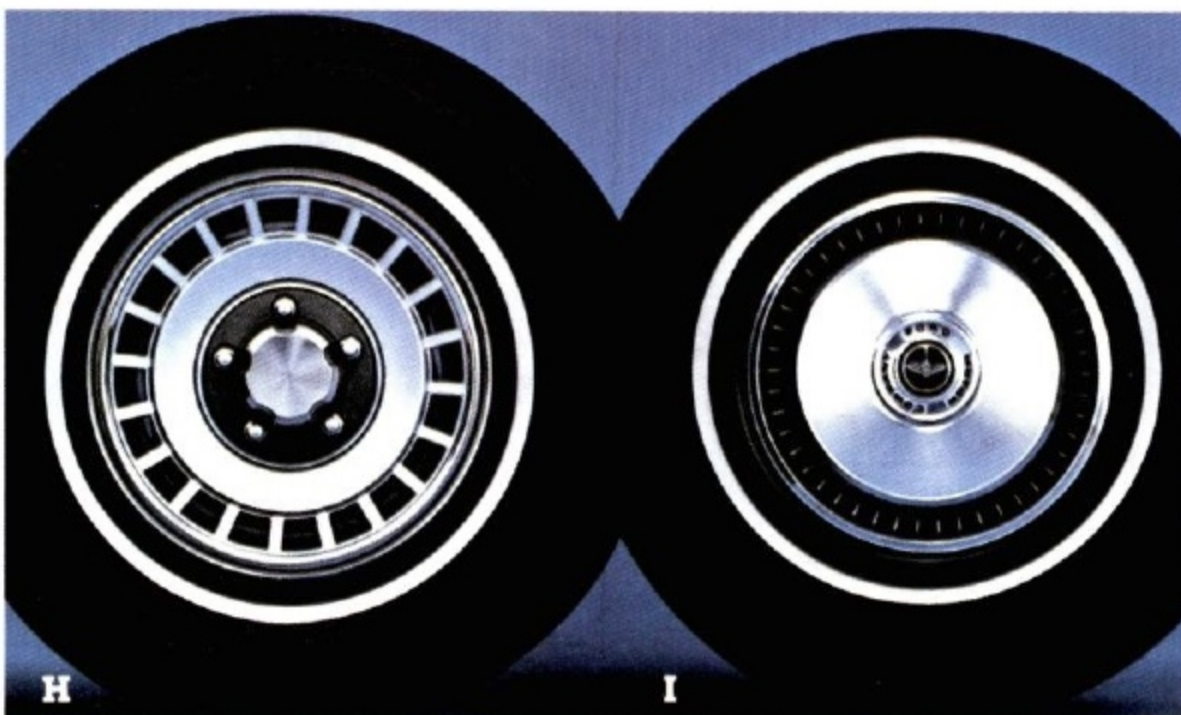
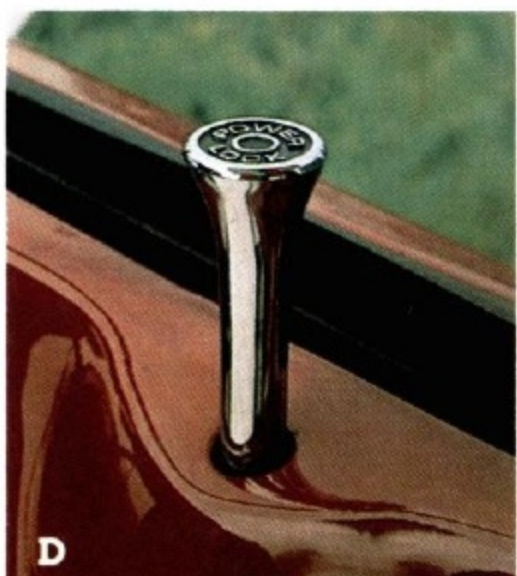
- (H) Sport wheel covers (4)
- (I) Deluxe wheel covers (4)
- Spare tire and wheel (E-250/350)
- Outside spare tire carrier. Includes lock and tire cover (E-150).

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 detail the Plan for you. 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 Econoline options are not confined to these pages but are shown throughout the catalog. Options, whether or not they are identified, are offered at extra cost. Some options are included, required, or 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.



FORD ECONOLINE POWERTEAMS

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

OD = Overdrive. (1) Not available with Payload Package #2 or Super Van. (2) Not available in California. (3) Standard with Payload Package #2 and with Super Van. (4) 5.8L 2V to be discontinued in vans under 8,500-lb. GVWR when 5.8L 4V becomes available. See your Ford Dealer. (5) Not available in models over 6,000-lb. GVWR in California.

PAYLOAD PACKAGE SELECTOR

Series	Payload*	GVWR	Tires**	Engines	Transmissions	Trim Level
E-150 124" wb.	1,530 lb. 2,205 lb. 2,580 lb.	5,250 lb. 5,950 lb. 6,350 lb.	P205/75R15SL P225/75R15SL P235/75R15XL	4.9L I-6 (Std.) 5.0L V-8 5.8L V-8	3-Spd. (Std.) 4-Spd. Manual OD† SelectShift Automatic†† Automatic Overdrive	Std. XL
138" wb.	1,350 lb. 2,000 lb. 2,375 lb.	5,250 lb. 5,900 lb. 6,300 lb.	P205/75R15SL P225/75R15SL P235/75R15XL			
SV 138" wb.	2,010 lb.	6,050 lb.	P235/75R15XL			
E-250 138" wb.	2,650 lb. 3,250 lb.	6,800 lb. 7,500 lb.	8.00x16.5D 8.75x16.5D	4.9L I-6 (Std.) 5.0L V-8 5.8L 2V/4V V-8s	3-Spd. (Std.) SelectShift Automatic†† Automatic Overdrive	Std. XL
SV 138" wb.	3,520 lb.	7,900 lb.	8.75x16.5E			
E-350 138" wb.	4,305 lb. 5,015 lb.	8,750 lb. 9,500 lb.	9.50x16.5E 9.50x16.5E	4.9L I-6 (Std.) 5.8L V-8 7.5L V-8 6.9L Diesel	3-Spd. (Std.) SelectShift Automatic#	Std. XL
SV 138" wb.	4,485 lb.	9,100 lb.	9.50x16.5E			

*Maximum allowable weight of people, cargo and equipment. **Minimum tires required. †Not available with 5.0L V-8. ††Not available with 4.9L I-6 engine. #Std. with SV and Payload Package 2. SV = Super Van.

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 Econoline Van. For complete maintenance recommendations, refer to the Econoline 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

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

					
Raven Black	Polar White	Light Charcoal Metallic	Dark Canyon Red	Midnight Canyon Red Metallic	Light Blue
					
Midnight Blue Metallic	Light Desert Tan	Medium Desert Tan	Walnut Metallic	Medium Copper Metallic	Bright Copper Glow*

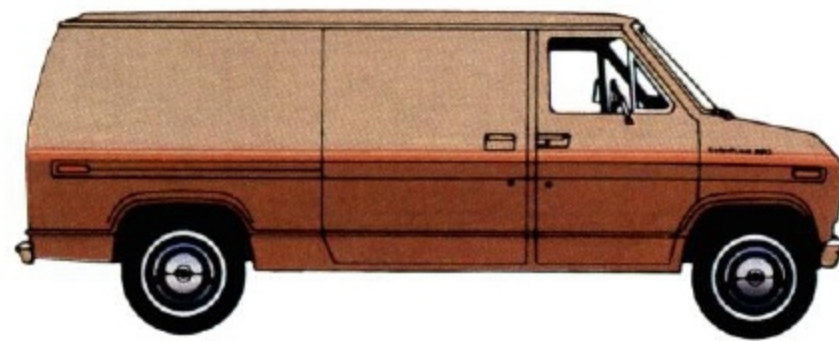
FORD ECONOLINE SPECIFICATIONS

		E-150	E-250	E-350
Payload		(See Payload Package Selector)		
GVWR lb. Regular Van	Max.	6,350	7,500	9,500
GVWR lb. Super Van	Max.	6,050	7,900	9,100
Axle, Front, Rating (lb.)	Std.	3,400	4,000	4,200
Axle, Rear, Rating (lb.)	Std.	3,750	4,050	6,340
Brakes	Std.	Power	Power	Power
Clutch, Dia. (in.)—Area (in.)	Std.	10—95.7	10—95.7	11—123.7
Electrical, Battery (amp-hr.)	Std.	36	36	36, Dual 83 (Diesel)
	Opt.	68, 81 (Aux.)	68, 81 (Aux.)	68, 81 (Aux.)
Alternator (amp.)	Std.	40	40	40, 60 (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) ⁽²⁾
Shock Absorbers	Std.	Front and Rear	Front and Rear	Front and Rear
	Opt.	HD	HD	—
Springs, Front Coil	Std.		Computer Selected	
	Opt.	HD Coil	HD Coil	HD Coil
Rear, Combined Rating @ Ground (lb.)	Opt. ⁽³⁾	3,770 ⁽⁷⁾ HD ⁽¹⁾	4,185 ⁽⁴⁾ HD	6,550 ⁽⁴⁾
Steering	Std.	Manual	Power ⁽⁵⁾	Power ⁽⁵⁾
	Opt.	Power	—	—
Wheels, Type—Rim Size	Std.	(Five) 5-Hole— 15x5.5K	(Four) 8-Hole— 16.5x6.75	(Four) 8-Hole— 16.5x6.75
Tires, RM Tubeless	Std.	P205/75R15SL ⁽⁶⁾	8.00x16.5DTT ⁽⁶⁾	9.50x16.5ETT
	Opt.	Optional tires in sizes to match Payload/GVWR requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer. High altitude emission system is available for E-150 and E-250.		

TT = Truck-Type OD = Overdrive. SV = Super Van. (1) Not available with SV. (2) 39.6 (150) with 6.9L diesel. (3) Available with selected Payload/GVWR packages. (4) 6,540 w/Super Van (E-350); 5,475 w/Super Van (E-250). (5) Power steering delete available. (6) 8.75 x 16.5ETT with SV. (7) 3,900 with SV. (8) P/235/74RXL with SV.

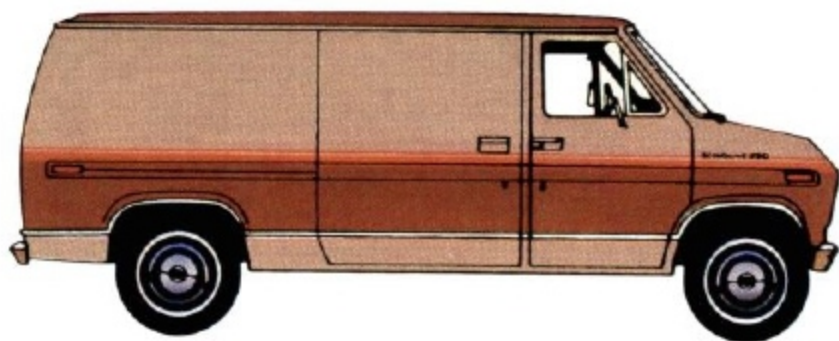
Tu-Tone Choices

■ Body Color ■ Accent Color



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.

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 here 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 anchor- age at each rear outboard seating position.

Ford Econoline Lifeguard Design Safety Features

Vehicle operation

• Dual service hydraulic brake system with warning light
• Front disc brakes • Hazard warning flasher • Two-speed or variable-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 occupant(s) • Positive seat belt fastening reminder warning light and buzzer for driver • Lap belts with buckles for all rear seating positions (rear bench seat optional) • Energy-absorbing steering column and steering wheel • Energy-absorbing instrument panel with padding for the right front passenger (RH seat optional) • 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 1-800-241-3711 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 vehicles of interest to you:

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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 ECONOLINE

FORD DIVISION

