

# 1984 FORD TRUCKS



**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

### Best-Built American Trucks.

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.

Shown from left to right at top:  
Ranger • Eddie Bauer • Bronco II

Second Row:  
F-Series SuperCab Styleside • Bronco

Third Row:  
Club Wagon • Econoline Super 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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## 1984 FORD RANGER

**Unsurpassed quality, part of the family of the best-built American trucks.**

Ranger is Ford's big/little pickup. It's built like the big ones with a hearty appetite for work. Ranger's payload capacity ranges up to 1770 pounds. The pickup box allows up to 500 lb. of 4x8-foot panels to be laid flat. This is accomplished by putting two 2"x6" boards crossways into side support pockets of the pickup box inner panels. Overall, Ranger is a quality-built compact pickup that offers small-truck economy along with many full-size truck features.

**Powertrains.** Ranger powertrain choices are as extensive as any compact pickup. Ranger 4x2 is equipped with a standard 2.0L 4-cylinder engine and manual 4-speed transmission for thrifty economy.\* Also available are a 2.3L 4-cylinder gas (standard 4x4), a 2.2L diesel engine (4x2), 2.8L V-6 engine, and 5-speed manual overdrive and SelectShift automatic transmissions.

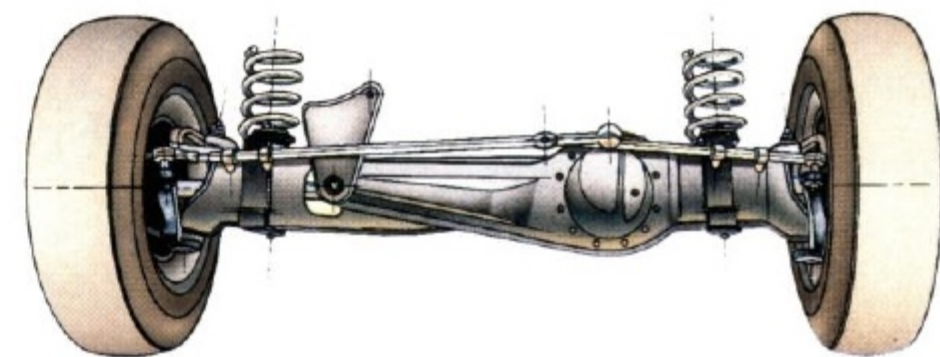
**Double-Wall Construction.** Ranger is constructed with many features similar to its counterpart, the full-size Ford pickups. There's double-wall construction in the hood, roof, doors, pickup box sides and tailgate. The box is all-welded with integral floor skid strips, stake pockets and rope tie holds. Underneath that great Ford body is a ladder-type frame, computer-tuned suspension of front coil springs and four-leaf rear springs. Also up front is Ford's famous Twin-I-Beam independent front suspension (4x2) that features forged construction, adjustable camber and lubed-for-life ball joints. Twin-Traction Beam independent front suspension is standard on 4x4 models.

**Roomy Interior Comfort.** Ranger's roomy cab, the widest of the compacts, accommodates **three**. Head room is rated at 39.2 inches with "driver command" seating which also allows 42.4 inches in leg room. The full foam bench seat features a Flex-o-lator spring design for driving or riding comfort.

**Choice of two- or four-wheel drive.** On the road or off—Ford Ranger gives you the right choice of traction to do your job. Tough 4x4 or 4x2 models.

**Choice of options.** Ranger offers option flexibility when ordering, a key feature not provided by most imports. Ranger is available with a Snow Plow Preparation Package and a special Camper or Trailer Towing Package for recreational fun, plus there's a Chassis-Cab Ranger.

\* 1984 EPA mileage ratings were not available at the time this catalog was published. However, Ranger is expected to post good mileage ratings as it did last year. 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.



Twin-Traction Beam IFS



Ranger 4x4



Ranger 4x4



## 1984 FORD F-SERIES PICKUP (4x2 and 4x4)

**America's best-built full-size pickups**, as shown by the 1983 Ford quality research study. And sales figures back up this finding. Ford's F-Series pickups have total sales leadership for the past eight years.\* All Ford pickups are built with a firm commitment to quality and offer a wide range of powertrains and payload capacities for job-right application.

\* R.L. Polk & Company cumulative registrations 1976 thru May 1983.

### Engines

**Standard 4.9L engine.** The biggest 6-cylinder available in any pickup and it's now controlled by one of the most sophisticated on-board computers in the world—EEC-IV (trucks under 8,500 lb. GVWR). It's capable of thousands of operations per second, providing precise control over such vital engine operations as spark control, ignition timing, and air/fuel mixture. EEC-IV even has a maintained memory that records malfunctions and transmits the information to the mechanic when it is time for service.

**5.0L V-8 engine.** This popular workhorse is optional in F-150 through F-250 Series (under 8,500 lb. GVWR).

**5.8L V-8.** Ford's electronic engine control (EEC-IV) monitors and regulates fuel-air mixture for optimum performance under all operating conditions on models under 8,500 lb. GVWR. Standard on F-250 HD and F-350 4x4's and F-350 4x2 DRW Styleside (except Calif.), optional for most other models.

**New, more powerful 5.8L V-8 High Output engine.** For outstanding performance—the new Ford 5.8L V-8 will be offered with automatic transmission in November, 1983. This engine develops 27% more horsepower (SAE J-1349) than its closest competition today for trucks under 8,500 lb. GVWR. Big, free-breathing "Holley 4180" four-barrel carburetor, large 17-in. air cleaner, and special low-back pressure exhaust system provide load-moving pickup and power.

**7.5L V-8.** The largest V-8 in the industry for performance and trucking ease. Ideal for big campers, trailer towing, and hefty commercial uses. Available in F-250 HD and F-350.

**6.9L V-8 diesel.** Newest, most powerful true-truck heavy-duty diesel available in pickups today. Top performance with diesel economy. The 6.9L heavy-duty diesel has the most power in its class—33 horsepower more than its closest competitor. Available F-250 HD and F-350 Series.

**Full-size Regular Cab.** The spacious Ford F-Series Regular Cab has a generous full-width seat with 64.2 inches of shoulder room for spread-out 3-passenger seating comfort. **Super-Cab.** It's the only two-door pickup big enough for an optional full-width bench seat in back. It's roomy enough for a family of six. **Crew Cab.**



Twin-Traction Beam IFS



SuperCab Styleside Pickup

You can take the whole crew and their gear in comfort and convenience... the Crew Cab seats six big adults with ease. There are two full-width, full-foam bench seats and 4 doors.

**Ford 4-Wheelers.** Ford 4x4's provide the same power and cab choice as 4x2's, of course. The 2-speed transfer case is the heart of the 4x4 drive system. The convenient floor-mounted lever allows shifting between 2-wheel high and 4-wheel high, without stopping when the hubs are locked. Ford's tough, exclusive Twin-Traction Beam front suspension and free-running front hubs are also Ford 4x4 features.



Regular Cab Styleside Pickup 4x4



## 1984 FORD BRONCO II/BRONCO

### Bronco II is the perfect size for 4-wheelin' and it's Built Ford Tough.

Bronco II is built with tough, proven 4x4 components underneath, and comfortable cab interiors. The standard powertrain is the 2.8L V-6 for off-road muscle and power Chevy S-10 Blazer can't match.

Choose from the standard 4-speed manual transmission or optional 5-speed manual with overdrive or SelectShift Automatic. Underneath, Bronco II is equipped with an efficient chain-driven 2-speed transfer case and the proven design of Ford's exclusive Twin-Traction Beam independent front suspension. Inside, Bronco II is built for comfort on or off road with reclining front bucket seats and a split fold-down rear bench seat for added versatility. There's full-length carpeting, cloth headliner and even the rear seat backs are carpeted for a completely tailored finish.

To make those tight spots a little less tight, Bronco II also includes power steering and power brakes plus high angles of approach and departure. Test-drive Bronco II, it's a whole new kick in 4-wheelin'. For added fun on and off road, order any or all of these exciting options: flip-open/removable quarter windows and flip-up open air roof.

**Bronco II/Eddie Bauer—two tough outfits!** The new Eddie Bauer Bronco II Package adds distinctive interior appointments and exterior trim.

Front hubs are the manual-locking free-wheeling type. That means when travelling in the 2-wheel drive mode, front axles and drive shaft remain motionless, reducing friction and wear. For greater convenience, automatic locking hubs are also available.

### Bronco—America's family 4-wheeler.

Ford Bronco lets everyone in the family enjoy the great outdoors with room for five passengers (six with the optional front bench seat). And there's plenty of room for their gear, too.

Bronco's standard engine is the 4.9L 6-cylinder linked to a 4-speed manual transmission for an efficient and powerful combination. In addition, there's a choice of 5.0L and 5.8L V-8 engines available. And for top performance, a new 5.8L V-8 High Output engine will be available with automatic transmission in November, 1983. Optional transmissions include a SelectShift automatic and 4-speed manual with overdrive.

Maneuvering off-road or in tight parking situations is no problem for Bronco owners. Power steering is standard and so are power front disc brakes. The rear tailgate window is also power-operated and the tailgate folds down and out for extra-long loads.



Powerful 2.8L V-6 engine



Bronco



Bronco II



## 1984 FORD CLUB WAGON/ ECONOLINE

**For People Carrying, Club Wagon is the Only Way to Go.** Spacious Ford Club Wagons can bring the whole gang together with their gear. They can be tailored to meet the needs of any size family and are ideal for vacations, recreation and even van pooling. Regular Club Wagons can seat up to 12 passengers—up to 15 in the longer Super Wagon. And there's a wide variety of separate seating arrangements. For added versatility all 3-passenger seats are quick-release, so they can be removed to carry big items.

**Big on Trailer Towing.** For trailer towing, Club Wagon far exceeds conventional wagons. The E-250 and E-350 models equipped with the 7.5L gas V-8 give Club Wagon a GCWR of over 17,000 lb. Equipped with the 6.9 diesel the GCWR is 15,500 lb. Ford-built toughness and power to tackle big trailering assignments!

**Ford Econoline. America's Van Leader.** There are more Econoline vans on America's roads today than any other van. And it's not surprising at all when you consider what Econoline has to offer.

**Big payload capacity—up to 5,015 lb.** Econoline's large cargo area is matched with high rated capacity. A properly equipped E-350 Econoline Van is capable of carrying payloads up to 5,015 lb. (4,485 lb. on Super Vans).

**Your choice of cargo door styles.** The standard hinged doors open outward. Or, you may choose the sliding side cargo door. It slides open flush along the bodyside. Sliding side cargo door is available at no extra cost.

**Choice of bodystyles.** Vans are available in 124- and 138-in. wheelbases. The 138-in. wheelbase also has an extended version—the Super Van. Both Regular and Super Vans come in a choice of body styles.

**Cargo Vans** have the cargo volumes and wide range of payload capacities to match any job. **Window Vans** allow you to enjoy the scenery and carry lots of cargo at the same time. **Display Vans** feature windows in all doors plus a large display window in the right-hand quarter panel bodyside. **Parcel Delivery Vans and Commercial or Recreation Vehicle Cutaway Vans** are also available.



Club Wagon

## Club Wagon/Econoline Van

**Powerteams** feature a full range of gasoline engines starting with the standard 4.9L 6-cylinder—the biggest Six available in a passenger van—and moving up to three V-8s, 5.0L, 5.8L, and big 7.5L. The high torque of the 6.9L diesel engine is also available. It has the most power in its class—33 more horsepower than the closest competitor. And the new, more powerful 5.8L V-8 HO will be available in November 1983 with automatic transmission. This High Output engine features free-breathing "Holley 4180" four-barrel carburetor, large 17-in. air cleaner, and special low-back pressure exhaust system for added pickup and power. Get all the details from your Ford Dealer.

**Built Tough/Easy to Service.** Ford Club Wagons and Econoline Vans are Built Ford Tough with rugged body-on-frame construction, famous forged Twin-I-Beam front suspension and an out-front design that places 28 key maintenance items within easy reach. Out-front design also allows plenty of move-around room in the front compartment.



Econoline Super Van



## 1984 FORD LIGHT TRUCK 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 outboard occupants of the front seat
- Positive seat belt fastening reminder warning light and buzzer for the driver
- Lap belts with buckles for center front passengers (where three-passenger front seat is provided) and all rear seating positions
- Energy-absorbing steering column and steering wheel
- Energy-absorbing instrument panel with padding for right and center front seat passengers
- Impact-absorbing laminated safety glass windshield

- Flame-resistant interior materials
- Child restraint tether anchorage

### Anti-Theft

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

### 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.

### 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.

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Get it together — Buckle up.

# FORD TRUCKS

FORD DIVISION

