

FORD

1958 LIGHT DUTY TRUCKS

F-100 • F-250 • F-350



AMERICAN BUSINESS BUYS MORE FORD TRUCKS THAN ANY OTHER MAKE!

FORD TRUCKS COST LESS

...LESS TO OWN

...LESS TO RUN

...LAST LONGER, TOO!

You're in for smooth going with a modern '58 FORD TRUCK



No other Light Duty truck line offers so many *more-for-your-money* features, as the modern Ford trucks for 1958. In a Ford the word "modern" means savings . . . savings that start the day you buy. Every modern Ford feature is designed to save you money.

Take Ford's Styleside body, for example. It looks like a million dollars—yet you pay not one cent extra for its bonus, profit-producing loadspace. You can haul more cargo and make fewer trips—at less cost to you!

And for the most dependable engine operation Ford gives you the only modern Six with the economy of Short Stroke power! Available in the V-8

or Six, it means less internal friction . . . you get peak performance on regular gasoline.

These are only a few of the modern advances developed by Ford engineers. There's completely new cab interior trim and new exterior colors in a variety of combinations. The newly designed grille—with modern, dual headlights (left)—is another example of Ford's leadership in styling and safety.

These and many more Ford features mean lower costs to you. First costs are lower—operating costs are lower—and maintenance costs are lower! That's why, for 1958 Ford trucks cost less . . . less to own . . . less to run . . . last longer, too.



For 1958 Ford offers the rugged Custom Panel (below) with 158 cubic feet of capacity. For more details ask for the Panel Delivery folder.

New Ford F-350 stake with the 9-foot body. Ford stakes are also available in the 6½- and 7½-foot bodies for your particular needs.

The stylish new Ford Courier (below) is America's most distinctive sedan delivery. For more information ask for the Panel Delivery folder.



Ford Custom Ranchero! Looks, rides and handles like a car—yet works like a truck! Ask for the Ranchero folder.

New Ford Pickup with Styleside body—standard at no extra cost. The sleek, cab-wide body typifies Ford's advanced light-duty styling.



New Ford F-250 Styleside pickup with 8-foot body. Gives you 70-cu. ft. of profitable loadspace.



New Ford F-350 Styleside pickup with the 9-foot body. Gives you a whopping 80-cu. ft. capacity.



New Ford F-100 Styleside pickup with the 6½-foot body. Gives you a full 56-cu. ft. capacity.

For 1958 all Ford pickup models are also available with Flareside bodies having extra-strong wooden floors.

STANDARD COLORS

Vermilion, Midnight Blue, Azure Blue, Gunmetal Gray, Raven Black, Colonial White, Meadow Green, Seaspray Green, Goldenrod Yellow or Prime. Any of the standard colors listed above can be combined with Colonial White for a smart Two Tone effect on all cab models and on Styleside pickup bodies.

FORD Styleside body gives you extra loadspace at no extra cost

The cab-wide body of the new 1958 Styleside pickup—standard at no extra cost—gives you extra loadspace to handle bigger, bulkier loads. Flush rear fenders make loading easier—let you stand up *close*, reduce muscle strain. When open, the sturdy tailgate is level with the floor . . . makes it easier to slide cargo in or out.

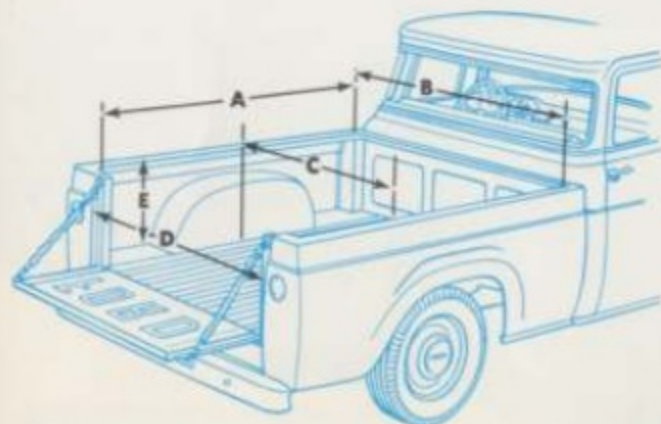
For 1958 the Ford Styleside pickup is unequalled for strength. The all-welded, all-steel body construction provides you with extra

rigidity. Channel-type top rims give additional strength. The solid floor is supported by rigid cross sills that run full width under the body.

You have your choice of three body lengths in the 1958 Styleside pickup. For the F-100 there's the 6½- or 8-foot body—maximum GVW: 5,000 pounds. For the F-250, it's the 8-foot body—maximum GVW: 7,400 pounds. On the F-350 you can have the extra-roomy 9-foot body—maximum GVW: 7,600 pounds.

PICKUP BODY DIMENSIONS

Model Application	STYLESIDE				FLARESIDE			
	F-100	F-100	F-250	F-350	F-100	F-100	F-250	F-350
Nominal Length (ft.)	6½	8	8	9	6½	8	8	9
Nominal Payload (lb.)	1675	1500	3455	3360	1665	1490	3515	3300
(A) Length—max. inside of floor (in.)	76.44	94.44	94.44	106.44	78.0	96.0	96.0	108.0
(B) Width—max. inside (in.)	73.20	73.20	73.20	73.20	49.0	54.0	54.0	54.0
(C) Width—between wheel-housings (in.)	49.00	49.00	49.00	49.00	None	48.4	48.4	48.4
(D) Width—tailgate opening (in.)	51.25	51.25	51.25	51.25	49.0	54.0	54.0	54.0
(E) Height—floor to top of sides (in.)	19.09	19.09	19.09	19.09	20.3	22.1	22.1	22.1
Cubic-foot capacity—allowing for wheel-housings	56.05	70.55	70.55	80.21	45.0	65.4	65.4	74.0



For speedier access to the spare tire you may have the optional spare tire carrier mounted inside at the left front of the body away from road dirt.



The rigid construction of the box-like corner posts—combined with ruggedly constructed steel tailgate—gives you unexcelled strength and rigidity.



For '58 the welded, all-metal body is built for rugged wear! Deep stake pockets are provided for easy mounting of special sides and tops.



Side loading the 1958 Ford Styleside pickup is easy, thanks to flush rear fenders. No need to strain for cargo because you can stand up close to the body.



The new Ford F-250 for '58 (left) with the 7 1/2-foot stake body. Maximum GVW: 7,400 pounds on a 118-inch wheelbase.

The dependable, economical 1958 Ford F-100 stake (center) with the 6 1/2-foot body. Maximum GVW: 5,000 pounds on a 110-inch wheelbase.

On the Ford F-350 for 1958 you get the extra-roomy 9-foot stake body (right). Maximum GVW: 9,800 pounds on a 130-inch wheelbase.

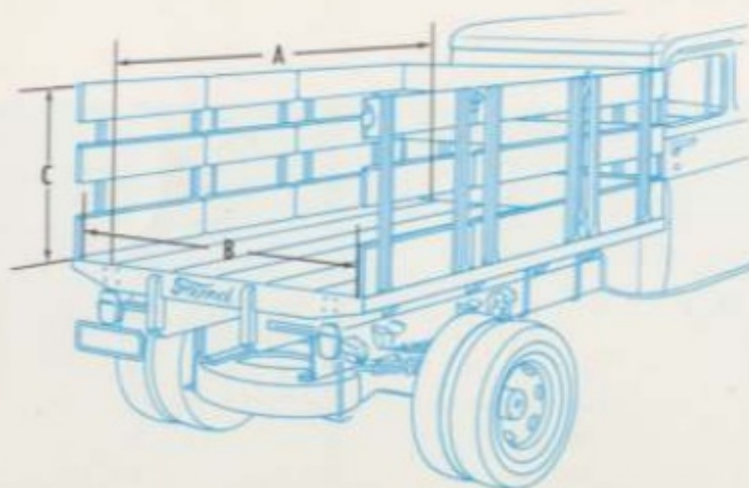
FORD Stakes welcome big payloads

Ford stakes for 1958 are built to haul large loads—no matter which model you choose!

Sideboards and uprights are of straight-grained wood for strength and rigidity. 9-foot bodies have steel channel uprights. Body sills are protected by steel end caps while

the all-steel rub rail protects the body from excessive wear.

Removable rack sections permit easier, quicker loading from rear or sides. On the 9-foot body the center sections swing open for faster side loading.



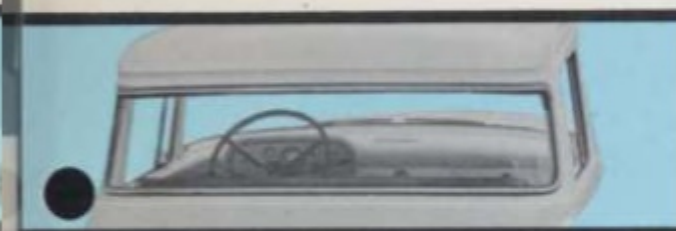
FORD STAKE BODY DIMENSIONS

Model Application	F-100	F-250	F-350
Nominal Length (ft.)	6 1/2	7 1/2	9
Stake Loadspace			
(A) Length—max. inside at floor (in.)	80.0	90.0	106.0
(B) Width—max. inside at floor (in.)	67.0	74.0	82.0
(C) Height—to top of racks (in.)	24.7	28.3	31.2
Nominal Payload (lb.)	1500	3400	5115
Platform Loadspace			
Length—to outer edge of platform (in.)	84.3	93.4	109.4
Width—to outer edge of platform (in.)	71.3	79.3	87.3
Nominal Payload (lb.)	1635	3575	5475

Comfortable FORD Driverized Cabs

The new Ford Driverized Cab makes driving a pleasure! Sturdy non-sag formed wire springs in the seat let you ride smoothly, comfortably. Ford's handsome, "free-breathing" brown and tan woven plastic seat upholstery is cooler in summer, longer wearing and easy to clean. Hi-Dri ventilation helps keep out smelly traffic fumes, permits entry of fresh air in all kinds of weather. And there's 59 inches of shoulder room, too! You can ride three in the cab—comfortably.

The 1958 Ford Custom Cab (right) is famous for its comfort features. For example, there's sound-deadener on the floor and rear cab panel plus insulation of front cowl wall for added quietness. The headlining—a perforated thermacoustic sheet—is backed by one-half inch of glass wool.

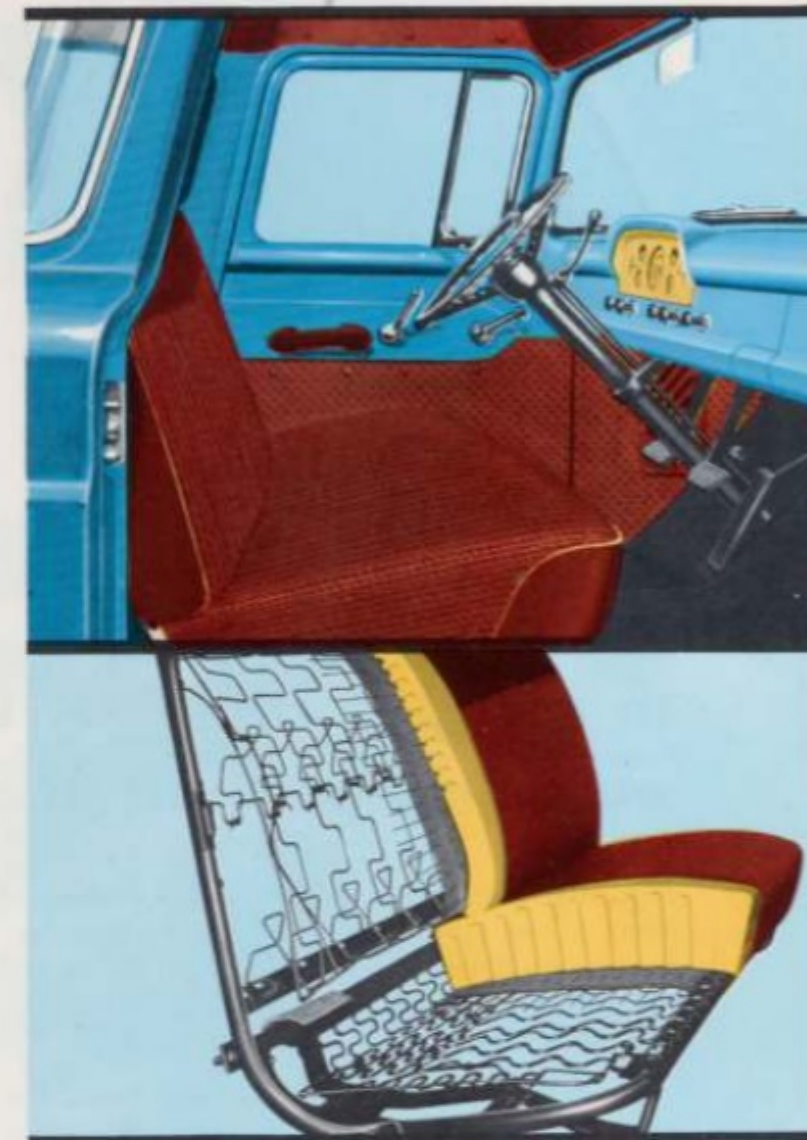


The wide, full-wrap rear window, optional on the 1958 Ford Light Duty trucks, affords you complete rear visibility. Makes driving easier, safer. Permits you to maneuver and park with a minimum of effort.



STANDARD CAB FEATURES

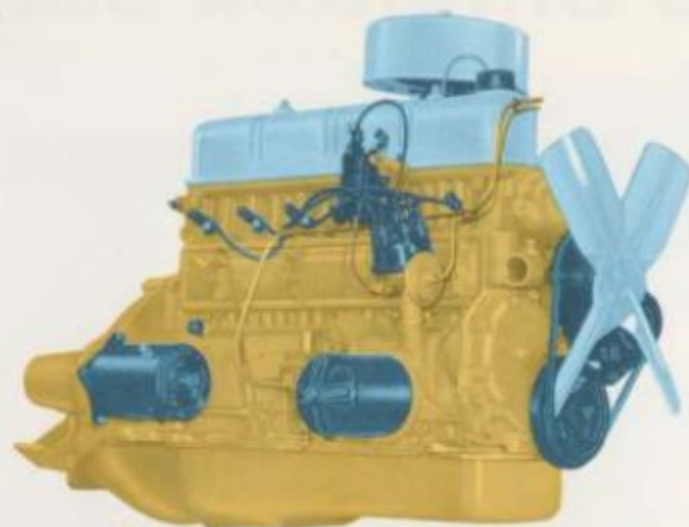
- Lifeguard steering wheel
- Safety Double-Grip door locks
- Sound deadener on doors
- Left sun visor
- Hi-Dri all-weather ventilation
- Ash receptacle
- Dispatch box



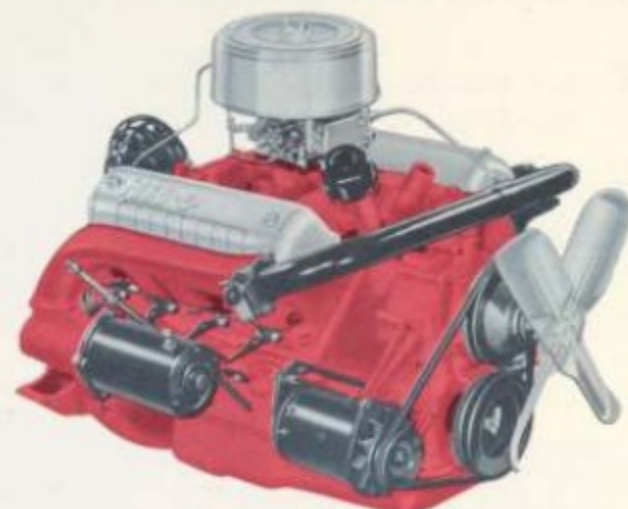
For unmatched comfort Ford gives you five full inches of foam-rubber cushioning in the Custom Cab seat with two inches in the seat back! Soaks up jolts and bumps—reduces driver fatigue.

CUSTOM CAB FEATURES

- Two-tone brown and white woven nylon-saran seat upholstery in a hound's-tooth pattern
- Foam-rubber padding in seat cushion and back
- Thermacoustic headlining backed by one-half inch of glass wool insulation
- Sound deadener on floor and rear cab panel
- Insulation on front cowl wall in cab
- Attractive hardboard door and cowl side trim panels
- Arm rest on left door
- Large dome light with manual switch
- Sun visor on right side
- Illuminated cigar-cigarette lighter
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- Bright-metal parking light rims
- "Custom Cab" emblem on each door
- Matched locks on both doors



139-hp 223 Six
Bore—3.62 in. Stroke—3.60 in.
Brake Horsepower—139 @ 4200 rpm
Torque—207 lbs-ft @ 1800-2700 rpm



186-hp 292 V-8
Bore—3.75 in. Stroke—3.30 in.
Brake Horsepower—186 @ 4000 rpm
Torque—269 lbs-ft @ 2200-2700 rpm

In power... only **FORD** offers you the proved economy of Short Stroke design...Six or V-8!

For '58 Ford offers you your choice of economical Short Stroke power to meet your particular requirements. Whether you choose the Six or the V-8 you get the most modern truck engine in the light-duty field.

Ford's modern Short Stroke design means less piston travel—reduces internal friction—gives you more *usable* power! You get top performance on regular gasoline.

Free-turning overhead valves on the 1958 Ford engines resist burning, wear evenly—help maintain compression longer. The self-locking valve tappet adjusting screws on the 223 Six make servicing easier, quicker, too! You save on maintenance costs.

Also for 1958 Ford gives you these additional engine features for more economical operation—high-lift camshaft, long-wearing chrome-plated top rings and large manifold passages.

Only **FORD** offers you all these engine advancements



Super-Filter air cleaner. Reusable dry element stops up to 90% more dirt than other type cleaners. Merely tap to clean.



Ford's Short Stroke design means less engine wear—longer engine life. Gives you more power from every drop of gasoline.



Intake and exhaust valves are the free-turn type—provide a tighter seal. Maintain higher compression—last much longer.

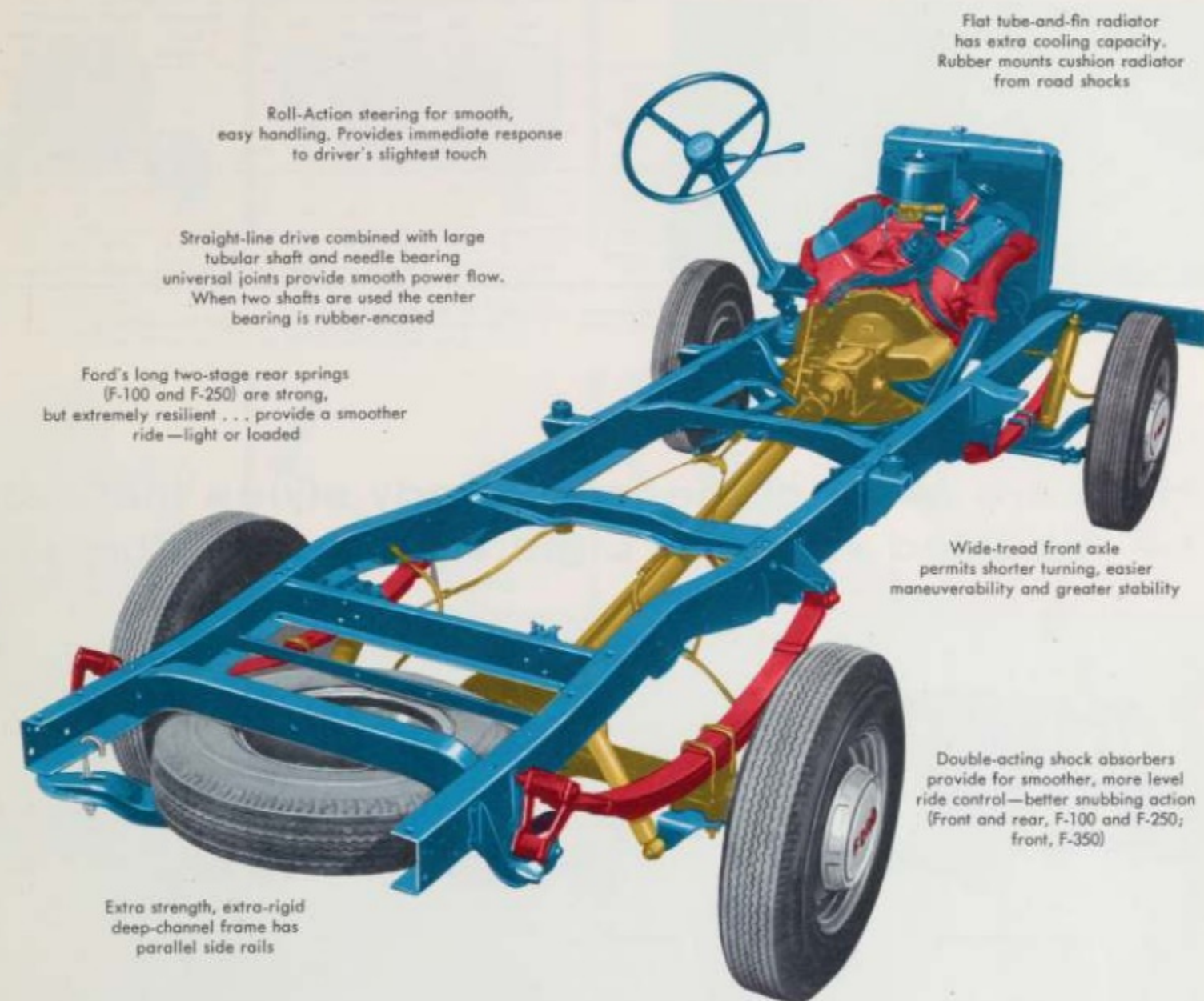


Ford's rigid deep-block construction reduces vibration and provides a more precise bearing alignment for longer life.



Both front and rear engine mounts are insulated to cut vibration. They reduce jars and jolts—permit smoother engine operation.

Sturdy **FORD** chassis design gives you a long lifetime of dependable, low-cost operation



Roll-Action steering for smooth, easy handling. Provides immediate response to driver's slightest touch

Straight-line drive combined with large tubular shaft and needle bearing universal joints provide smooth power flow. When two shafts are used the center bearing is rubber-encased

Ford's long two-stage rear springs (F-100 and F-250) are strong, but extremely resilient... provide a smoother ride—light or loaded

Flat tube-and-fin radiator has extra cooling capacity. Rubber mounts cushion radiator from road shocks

Wide-tread front axle permits shorter turning, easier maneuverability and greater stability

Double-acting shock absorbers provide for smoother, more level ride control—better snubbing action (Front and rear, F-100 and F-250; front, F-350)

Extra strength, extra-rigid deep-channel frame has parallel side rails

F-100 Chassis (110" wb.) shown



Front springs with rubber-bushed eyes are long and wide. Give you a smooth ride—reduce road shocks.



Optional Fordomatic Drive—the smoothest, most versatile automatic drive. Reduces shock on drive line and axle.



Optional Power Brakes (vacuum-booster actuation) make stopping up to 25% easier. Operate with toe-tip pressure for greater safety.



Optional Master-Guide power steering reduces steering effort—makes turning and parking easier.

Ford offers 30 Light Duty chassis models

Chassis-Cab, Chassis-Cowl and Chassis-Windshield...to meet your exact body needs

CHASSIS-CAB DIMENSIONS and WEIGHTS



	Tires F & SR	WB (in.)	HEIGHT (A) Empty Loaded (in.)	CA (in.)	CE (in.)	Nominal Body Lengths	CURB Front (lb.)	WEIGHTS* Rear Total (lb.)
F-100	6.70-15-4	110	24.1	20.4	40.5	76.8	5 1/2-6 1/2 ft.	2010 895 2905
	6.70-15-4	118	24.1	20.4	48.5	94.9	7-8 ft.	2060 935 2995
	†6.50-16-6	110	24.5	20.8	40.5	76.8	5 1/2-6 1/2 ft.	2033 939 2972
	†6.50-16-6	118	24.5	20.8	48.5	94.9	7-8 ft.	2083 979 3062
F-250	6.50-16-6	118	24.2	20.7	48.5	94.9	7-8 ft.	2105 1140 3245
	*8-19.5-8	118	27.0	23.5	48.5	94.9	7-8 ft.	2174 1275 3449
F-350	8-17.5-6	130	29.1	25.6	60.5	99.0	7 1/2-9 ft.	2270 1345 3615
	*	130	29.1	25.6	60.5	99.0	7 1/2-9 ft.	2270 1562 3832

*All weights are estimated. Curb weights include six-cylinder engine, standard cab and equipment, full tank of fuel, water and lubricants. For V-8 engine add 125 lb. to front and total weights. Deduct 560 lb. for chassis-cowl and 520 lb. for chassis-windshield models.

†Heavy Duty Rear Springs Required.

*Includes Medium Duty 3-speed Transmission and Heavy Duty Rear Springs.

*8-17.5-6 Front and Dual Rears with HD Rear Main and Auxiliary Springs.

Here are a few of the many body styles that can be mounted on **Ford** Light Duty Truck Chassis



Single Unit Van Body



Wrecker Equipment



Closed Express Body

All major body manufacturers build bodies for Ford chassis



Maintenance Body



Utility Body



Aluminum Van Body

These accessories and optional equipment add comfort, safety and value to your **Ford** Truck



Ford truck radio, transistor-powered, offers "pleasant company" while driving. Large tuning knob, variable tone control, off-on switch and volume control—all in one conveniently located cluster.



MagicAir system provides heating, ventilating and defrosting all in one. Helps you feel better, drive better... more safely. Pressurized fresh air with handy selective temperature control.



Windshield washers with two orifices in each nozzle provide four separate water sprays so wipers can remove dirt, mud and traffic film. Handy foot plunger actuates wipers, gives dependable action.



Outside rearview mirror gives you greater rear visibility... safer driving under all operating conditions. Bright-metal, fixed-arm type for pickup models shown. Painted, long-arm type available for other models.



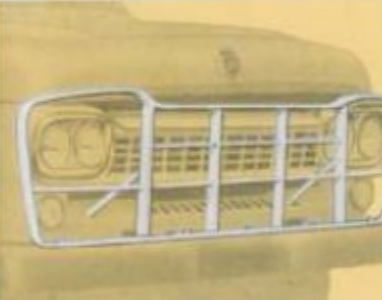
Truck seat covers are made of heavy-duty, waterproofed fiber with double-stitched seams for added strength. Long wearing, soil resistant.



Sealed-beam spotlight has a big six-inch face. Bi-directional handle makes it easy to aim powerful beam in almost any direction. Control switch located on handle.



Directional turn signals are controlled by a self-canceling steering-post lever. Arrow flasher in instrument cluster lets you know that signals are operating.



Heavy-duty grille guard is solidly braced to truck frame for grille, radiator and headlight protection. Rugged bar steel with white paint finish.

OPTIONAL EQUIPMENT AND ACCESSORIES

(in addition to those shown on specification page)

REGULAR PRODUCTION OPTIONS

Arm rest, left side for std. cab
Battery, 70 amp-hr
Bumper, rear channel for pickups
Bumper, front and rear chrome for Style-side pickups
Custom cab
Fan, 5-blade for F-350 with D/R tires
Heater and defroster, MagicAir system or recirculating type
Hubcaps (F-250)
Oil filter for 223 Six
Power Steering
Radiator, HD cooling (included with D/R tires F-350)
Radio, 4 tubes plus transistor

Safety package "A," padded instrument panel and cushioned sun visors
Spare tire, tubeless (F-250 and F-350)
Sun visor, right side for std. cab
Tinted glass
Tire carrier, side-mounted for pickup
Turn signals, front and rear—parking lights or fender-mounted and taillights (except cowl)
Window, rear—full-wrap type
Windshield washers (except cowl)
Windshield wipers, dual electric for 223 Six engine (except cowl)—required with Fordomatic

SPECIAL EQUIPMENT AVAILABLE AS PRE-APPROVED OPTIONS

Alternator, 50 amp., 750 watt
Arm rest, right side for all cabs
Brakes, vacuum booster (except cowl, also except F-100 Windshield models)—requires electric wipers
Bumper, front—chrome for all models
Cigar lighter for std. cab
Dome light for std. cab
Generator, 30 amp. low cut-in, 450 watt
40 amp., 600 watt
50 amp., 750 watt
Governor, velocity-controlled (except w/Fordomatic)
Grille guard, brush-type

ICC clearance lights—2 corner lights or 3-light cluster
ICC reflectors—rear for pickups, stake or platform
Lock and chain for spare tire
Mirror—inside safety (except pickups)
outside, chrome, left or right for pickups
outside, right, non-telescopic for cabs
outside, left, non-telescopic for pickups
outside, left or right, telescopic for cabs
Shock absorbers, rear F-350
Taillight, right side
Tow hooks, front with channel bumper
Turn signals, front only—parking lights or fender-mounted

ACCESSORIES—DEALER INSTALLED

Fire extinguisher (1 1/4 qt.)
Fire extinguisher (4 lb., dry chemical)
Gas tank cap, locking type
Reflector flares, 3 in kit with flags
Seat belts

Seat covers
Seat cushion, ventilated type
Shaver, electric
Splash guards and brackets
Spotlight, sealed-beam type

Heavy-duty, 10-leaf, two-stage rear springs available for F-250 model. Provide the correct spring action to meet light and heavy load conditions for a smooth ride.

4-Speed Synchro-Silent transmissions available for F-100, F-250 (std. on F-350). Stronger, more durable and engineered throughout for quiet operation, long life.

Ford's 11" clutch for increased capacity and longer clutch life. Combines with Ford's hydraulic clutch actuation for smooth, easy shifting. Standard in F-350, available for F-250, F-100 (except Over-drive).

FORD LIGHT DUTY TRUCK Specifications

ENGINES:

Displacement.....	223 cu. in.	292 cu. in.
Compression Ratio.....	8.3 to 1	7.9 to 1
Max. Gross Horsepower @ rpm.....	139 @ 4200	186 @ 4000
Max. Gross Torque—lb-ft @ rpm.....	207 @ 1800-2700	269 @ 2200-2700
Carburetor.....	Single-Venturi Downdraft	Two-Venturi Downdraft
Air Cleaner.....	Dry Element, 750 sq. in.	Dry Element, 1200 sq. in.
Oil Filter, Full-Flow Replaceable Element.....	Optional	Standard
Windspeed Wipers.....	Dual Vacuum with Booster	Dual Electric

Ford 223 Six (std.)

Ford 292 V-8 (opt.)

CLUTCH

Gyro-Grip, easy-action, semi-centrifugal design increases clutch plate pressure with engine speed. Hydraulic clutch control for easy disengagement. 10" diameter, 85.5-sq. in. frictional area—standard F-100 and F-250 with 223 Six. 10.5" diameter, 96.2-sq. in. frictional area—standard F-100 and F-250 with 292 V-8. 11" diameter, 123.7-sq. in. frictional area—standard F-350; optional w/std. transmission F-100 and F-250 (included with MD and 4-Speed options). HD 11" diameter, 123.7-sq. in. frictional area—optional F-350 (except w/SR tires).

COOLING

Series-Flow system providing uniform coolant flow with high velocity and close temperature control. Positive-action thermostat in engine water outlet. Fan, 4-blade, 18" diameter. Flat tube-and-fin radiator with cylindrical top tank and 7-lb. pressure cap. Capacity of system: 17.5 quarts (22 quarts F-350 with V-8 and dual tires).

ELECTRICAL SYSTEM

12-volt system with high-capacity 66-plate, 55 amp-hr battery and 4-100

AXLE, FRONT: Wide-track set-back design.	F-100	F-250	F-350
Capacity (lb.).....	2600	2600	3800
AXLE, REAR: Hypoid			
Capacity (lb.).....	3300	5000	7200
Ratios (to 1) with Std. Trans.—Six.....	3.70	4.88	5.14, 5.83
V-8 (with D/R tires).....	—	—	5.14
V-8 (with S/R tires).....	3.70	4.56	4.86, 5.14
Ratios (to 1) with Overdrive—Six.....	4.11	—	—
V-8.....	3.89	—	—
Ratios (to 1) for F-100 with MD 3-Spd., 4-Spd. or Fordomatic—Six.....	3.89	—	—
V-8.....	3.70	—	—

BRAKES: Powerful, self-energizing, single-anchor type.

Size (in.)—Front.....	11 x 2	12½ x 2	12½ x 2
Rear.....	11 x 1¾	12½ x 2	13 x 2½
Total lining area (sq. in.).....	179.5	197.8	232.2

FRAMES: Strong truck-type channel.

Maximum side rail section (in.)—110" wb.....	5.92 x 2.25 x 0.15	—	—
118" wb.....	6.0 x 2.25 x 0.19	6.0 x 2.25 x 0.19	—
130" wb.....	—	—	7.0 x 2.75 x 0.212
Section Modulus—110" wb.....	2.65	—	—
118" wb.....	3.34	3.34	—
130" wb.....	—	—	5.27

SHOCK ABSORBERS: Double-acting telescopic.

Attached to frame and axles, with rubber grommets..... Front & Rear..... Front & Rear..... Front

SPRINGS, FRONT: Wide-span, semi-elliptic; size (in.).....	45 x 2	45 x 2	45 x 2
Standard, No. leaves—Capacity @ Pad (each).....	6—950 lb.	6—1050 lb.	7—1150 lb.
Optional, No. leaves—Capacity @ Pad (each).....	6—1050 lb.*	7—1200 lb.*	7—1350 lb.*

SPRINGS, REAR: Wide-span, semi-elliptic; size (in.).....	52 x 2½	52 x 2½	52 x 2½
Standard type.....	2-stage	2-stage	single-stage
No. leaves—Capacity @ Pad (each).....	7—1025 lb.	7—1450 lb.	6—2000 lb.

Optional type.....	2-stage	2-stage	single-stage
No. leaves—Capacity @ Pad (each).....	7—1350 lb.	10—1950 lb.	10—3200 lb.
Optional type.....	single-stage*	2-stage	auxiliary†
No. leaves—Capacity @ Pad (each).....	9—1650 lb.	10—2400 lb.	4—600 lb.

STEERING: Responsive Worm and Roller type.

Ratio (to 1).....	18.2	18.2	20.4
Diameter of wheel (in.).....	18	18	18

TRANSMISSIONS: Easy-shifting, Synchro-Silent type.

Standard.....	3-Speed	3-Speed	4-Speed
Optional.....	MD 3-Speed	MD 3-Speed	HD 3-Speed
4-Speed.....	—	4-Speed	—
Fordomatic.....	—	Fordomatic	Fordomatic
Overdrive.....	—	—	—

WHEELS AND TIRES

No. and type of wheels.....	5—5-hole Disc	5—8-hole Disc	5—6-hole Disc
Standard tires: No.—Size (Rim).....	5—6-70-15 4 PR (5K)	4—6-50-16 6 PR (6L)	4—8-17.5 6 or 8 PR (5.25)
Optional tires: No.—Size (Rim).....	5—6-70-15 6 PR (5K)	4—7-17.5 6 PR (5.25)	4—8-19.5 8 PR (5.25)†
	5—7-10-15 6 PR (5K)	4—8-17.5 6 PR (5.25)	6—8-17.5 6 PR (5.25)•
	5—6-50-16 6 PR (4½K)†	4—8-19.5 8 PR (5.25)†	6—8-17.5 8 PR (5.25)••
	5—6-50-16 6 PR (5K HD)†*	—	6—7-17.5 6 PR (5.25)••

*Special equipment available as pre-approved option

†With D/R tires and HD main springs

*Requires optional transmission and HD rear springs

†Requires HD rear main springs

•For available on pickups—requires HD rear main and auxiliary springs

Comparative information in this folder was obtained from authoritative sources, but is not guaranteed. The specifications contained herein were in effect at the time this folder was prepared for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or designs, without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

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