

1960 FORD TRUCKS

LIGHT DUTY MODELS



F-100

F-250

F-350

LIGHT DUTY MODELS

The best of the new... **CERTIFIED ECONOMY**, too!

**New Ford Light Duties
combine tested design and
brilliant performance with
certified economy for '60!**

1960 Ford Trucks, with economy features certified in tests by America's foremost independent automotive research organization, offer greater value for your hauling dollar than ever before. The same boldly modern trucks that have set the pace in the light-duty field have been improved to give you a unit as free from mechanical defects as a truck can be. Ford's economical Short Stroke engines have been refined to produce their outstanding power

from even fewer gallons of regular gasoline and they're built to last longer, too!

You'll find the kind of refinements you're looking for all through the line, including a more rigid frame on the short wheelbase F-100 Series, more comfortable seat in the standard cab, neoprene seal for the center bearing plus a new wiring system for improved reliability. With Ford Light Duties you get a truck that looks like a million, yet works for pennies.



F-100 Style • **6½' Box**—gives you a full 56-cu. load capacity on 110-inch wheelbase. Maximum GVW: 5,000 lb.

Ford Driverized Cabs offer new comfort and durability

Ford Driverized Cabs for '60 are big, attractive, comfortable and durable. There's almost 59 inches of shoulder room for three-man riding comfort. And the big 1020-sq. in. full-wrap windshield provides full-vision safety. Hi-Dri all-weather ventilation keeps the interior dry, fresh and comfortable.

Ford's suspended pedals, that climate toeboard holes, and new door weather seals banish uncomfortable drafts and dirt. The new Ford heater keeps the cab up to 10° warmer and provides better defrosting. New inboard supports for the sun visor reduce annoying vibrations.



Ford's new nylon-rayon-saran standard seat upholstery is more comfortable and longer wearing. The fabric breathes better and is cooler in the summer. A 1½-inch plastic foam pad over formed wire springs for F-100 and F-250 models improves ride and minimizes sagging. For extreme wear conditions, a heavy-duty vinyl seat upholstery is optional.

FORD STANDARD CAB FEATURES

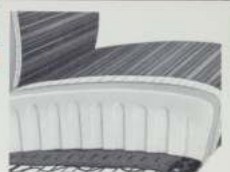
- Lifeguard steering wheel • Safety Double-Grip door locks
- Plaid nylon-rayon-saran seat upholstery with gray vinyl bolster and seat facings
- Dome light • Left sun visor • Ash receptacle • Dispatch box
- Coat hook • White instrument cluster cover plate

NEW FORD DIAMOND LUSTRE STANDARD COLORS

Choice of Monte Carlo Red, Goldenrod Yellow, Academy Blue, Skymist Blue, Caribbean Turquoise, Adriatic Green, Holly Green, Corinthian White, Raven Black. Any standard color can be combined with Corinthian White for smart Two Tone effect on the cab.



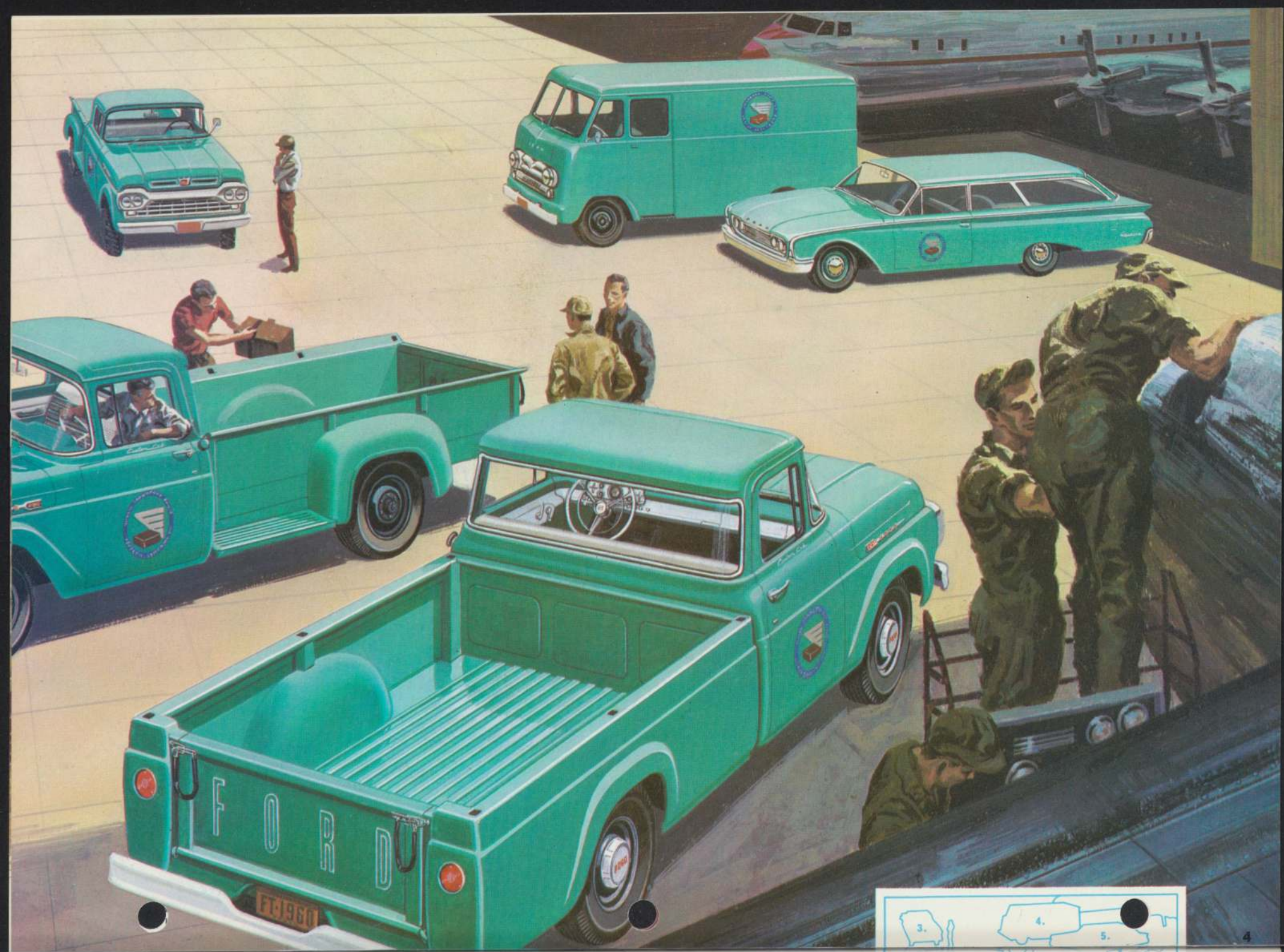
Here's the new Ford Custom Cab for unexcelled comfort and driving ease. This office-on-wheels gives the driver a real incentive to do his best work. And there's crisp, pleasing two-color styling on the instrument and door panels—easy to read, chrome-trimmed instrument cluster—convenient horn ring on the steering wheel—and all the extra-value features listed.



Luxurious foam rubber seat!
The Custom Cab's seat has five soft inches of resilient foam rubber, 1½ inches in the seat back for top driver comfort.

FORD CUSTOM CAB FEATURES

- Striped woven nylon-saran upholstery with gray vinyl bolster and seat facings
- Handsome two-tone instrument panel
- Chrome-trimmed instrument cluster
- White steering wheel with attractive chrome horn ring
- Foam rubber in seat cushion and back
- Attractive two-tone door paint scheme
- Arm rest on left door
- Sound deadener on floor and rear cab panel and insulation on firewall
- Sun visor on right side
- Illuminated cigar-cigarette lighter
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- "Custom Cab" emblem on each door
- Matched locks on both doors



WHATEVER YOUR JOB... THERE'S A '66 FORD LIGHT DUTY FOR YOU
1. 2-door Station Wagon 2. 3-door Van 3. 4-door Van 4. 1/2-ton pickup 5. 3/4-ton pickup



FEATURES YOU GET WITH FORD'S STYLESIDE BODIES



Inside Spare Tire Mount . . . for speedier access to the spare tire, the optional spare tire carrier may be mounted inside at the left front of the body away from road dirt.



Welded All-Metal Body . . . the welded, all-metal body with box-like corner posts is built for rough use! Deep stake pockets permit easy mounting of special body sides.



Easier Loading . . . side loading the 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.

- WHATEVER YOUR JOB . . . THERE'S A FORD LIGHT DUTY FOR YOU
1. **F-250 Styleside** provides 70-cu. ft. load capacity on 118-inch wheelbase, 7,400-lb. Max. GVW.
 2. **F-350 Flareside** provides 74-cu. ft. load capacity on 130-inch wheelbase, 7,800-lb. Max. GVW.
 3. **F-100 4 x 4 Pickups** go anywhere! Also available in F-250 Series. Ask for 4-Wheel Drive folder.
 4. **Ford Parcels** available in windshield-front-end or stripped chassis models. Ask for Parcel Delivery folder.
 5. **New Ford Courier** offers distinctive design for the finest in quality delivery service. Ask for Courier literature.



Ford Pickups are America's No. 1 truck value

Ford offers rugged construction in both Styleside and Flareside models. Styleside bodies extend back from cab in smooth line to give a long, low-looking sleekness. Cross sills run full width under body and box-section corner posts add greater strength and rigidity to body. Flareside bodies with rolled edge flareboards permit bulky loads to be piled high and wide. Running boards between cab and rear fenders make loads more accessible.

Ford's sturdy steel tailgate really holds your load in place, too. Designed to resist bending or twisting, the rigid tailgate is

level with the floor when lowered. Makes loading or unloading from the back much easier and lets you slide cargo in or out without catching or snagging. Tailgate drop chains are of forged steel, covered with rubber tubing to help eliminate annoying rattles. Ford's toggle-type latches make the tailgate easier to close and keep it firmly in place in the closed position.

In addition, Ford provides a smooth, stable ride over all kinds of roads. Ford's superior rubber-cushioned suspension system gives you an easier, more comfortable ride—empty or loaded!

PICKUP BODY DIMENSIONS

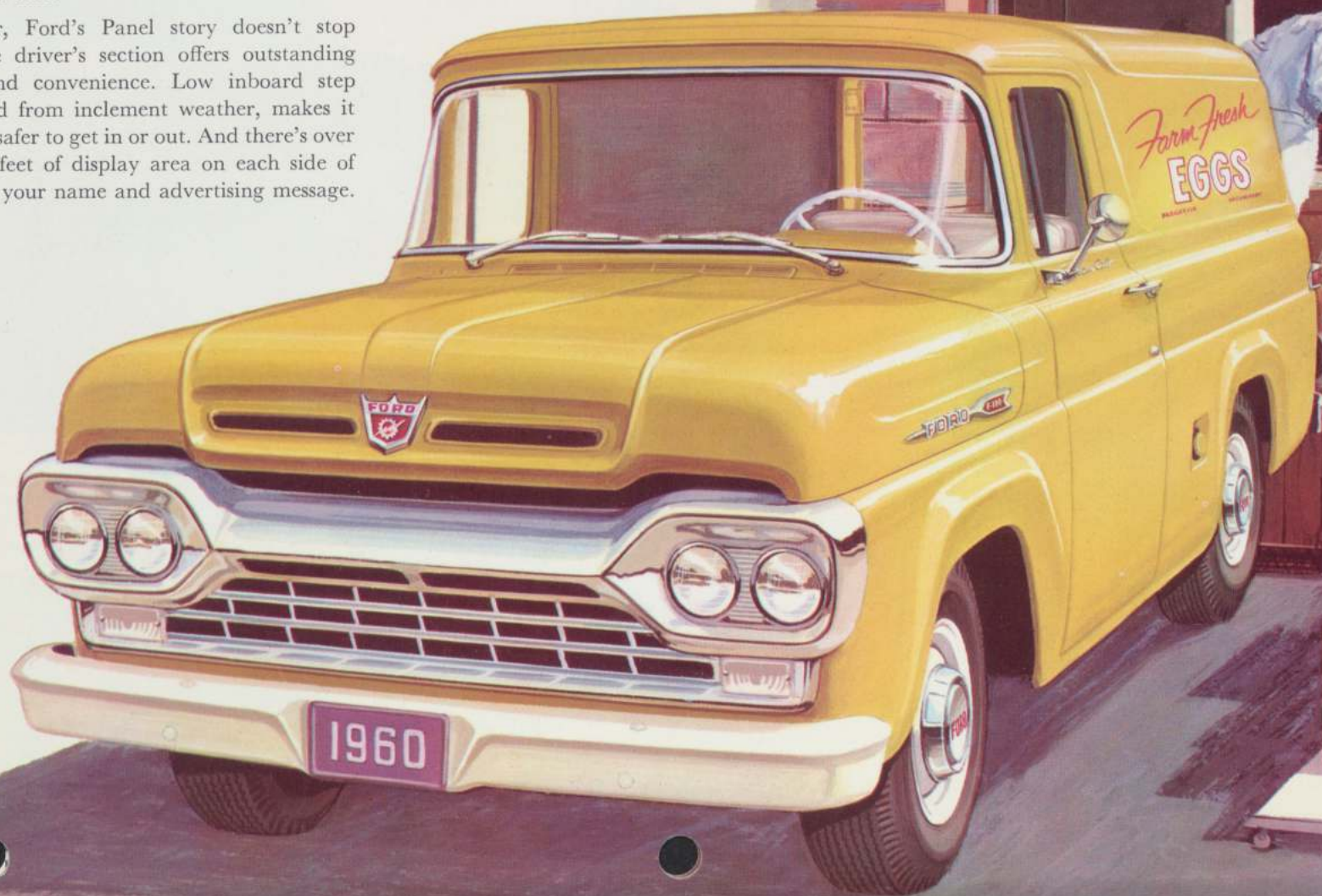
Model Application	STYLESIDE				FLARESIDE			
	F-100	F-100	F-250	F-350	F-100	F-100	F-250	F-350
Nominal Length (ft.)	6½	8	8	9	6½	8	8	9
Nominal Payload (lb.)	1700	1525	3550	3350	1700	1525	3550	3350
(A) Length—max. inside at floor (in.)	76.44	94.44	94.44	106.44	78.0	96.0	96.0	108.0
(B) Width—max. inside (in.)	73.04	73.04	73.04	73.04	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.)	19.07	19.07	19.07	19.07	20.3	22.1	22.1	22.1
Cubic-foot capacity—allowing for wheelhousings	56.05	70.55	70.55	80.21	45.0	65.4	65.4	74.0

F-100 Panel protects cargo in style

At every stop this new Ford Panel will be saying good things about your business. Beneath its handsome exterior you'll find lots of stamina, too!

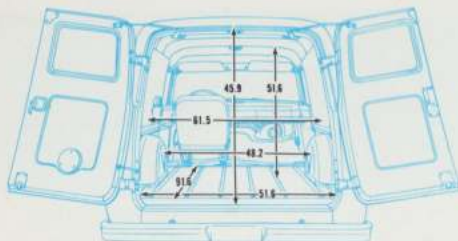
Husky, all-steel construction protects your merchandise en route to customers. Floor is one-piece, weather-sealed impregnated plywood, supported by steel cross sills for greater strength and protected by steel skid strips that make it easier to handle cargo. For maximum load protection, sides of body from floor to top of wheelhouses are protected by steel paneling, while smooth steel slats protect load above panels. Side and top panels are welded in a single, rigid unit.

However, Ford's Panel story doesn't stop there. The driver's section offers outstanding comfort and convenience. Low inboard step is protected from inclement weather, makes it easier and safer to get in or out. And there's over 17 square feet of display area on each side of vehicle for your name and advertising message.





Here's a real "office on wheels" for you—the Ford Custom Panel (above). There's plenty of room for your assistant, too, with the optional passenger seat illustrated. Driver's seat is padded with foam rubber to soak up jars and jolts, makes driving more comfortable. Lifeguard steering wheel and improved safety Double-Grip door locks standard on all Panel models. Optional equipment includes crash pad on instrument panel and padded sun visors.



STANDARD PANEL FEATURES

- Bright-Color Plaid Nylon-Rayon-Saran Seat Upholstery with Vinyl Bolster and Seat Facing
- Bumper, Contour, Front and Rear—Painted White
- Door Lock—Right and Rear Door
- Dual Vacuum Booster Windshield Wipers
- Lifeguard Steering Wheel
- Large Dome Light
- Mirror, Rearview—Left, Chrome
- Single Electric Horn
- Spare Tire Carrier, Under-Frame Type
- Sun Visor—Left Side
- Taillight-Stoplight-License Plate Light on Left Rear Door

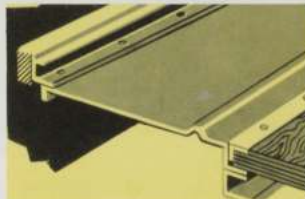
CUSTOM PANEL FEATURES

- Attractive woven nylon-saran, multicolored, striped pattern seat upholstery with vinyl bolster and seat facing
- Foam rubber padding in driver's seat and seat back
- White splatter pattern hardboard on headlining and panel sides of load compartment
- Two sun visors
- Illuminated cigar lighter
- Sound deadener on driver's compartment floor
- Insulation on firewall
- Two-tone paint on doors and instrument panel
- Arm rest on left door
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- "Custom Cab" emblem on side doors
- Matched locks on all doors
- Dual wrap-around taillights at belt line
- White steering wheel with chrome horn ring
- Chrome-trimmed instrument cluster

Just look at the Ford Panel's loadspace—and that's where you earn your "bread and butter"! There's over 158 cubic feet of profit-producing cargo area. Two-position doors (90° or full-open) make it easy to hustle cargo in or out of Ford's new Panel. Door openings are 45.9 inches high and 51.6 inches wide at floor, offering plenty of room for bulky packages and heavy cargo. And you needn't worry about length, either—the floor is 130.6 inches long, including floor beside driver's seat.



Low chassis and body design cut ground-to-floor height, make entering or leaving easier and save driver's energy. Inboard step stays free of slush and snow.



Plywood floor is chemically treated for longer life and supported on steel cross sills . . . side joints are sealed for dust-tight load protection.

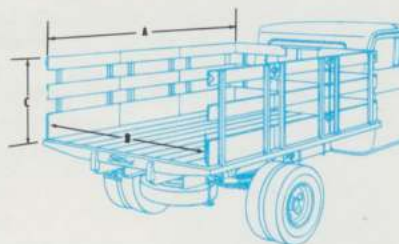


Sturdily built rear doors are hinged to one-piece channel steel door frame to maintain permanent alignment. Doors are fitted with soft rubber for tighter, all-weather seal. Two-position door checks make loading far easier.

Ford Platform-Stakes offer plenty of cargo room

Ford's versatile Stake trucks let you stack big, bulky loads high and wide. Steel skid strips protect floor and make it easier to slide cargo in or out. Heavy-gauge steel stake pockets are set flush with the floor. Removable sections simplify loading from rear or sides.

- Side boards and stakes are made of strong, straight-grained wood, 9-foot bodies have steel stakes for greater rigidity.
- Bolted steel plates hold side boards firmly together at top yet permit quick, easy removal of stake sections.
- Body sills are protected by steel end caps while an all-steel rub rail protects body.



FORD STAKE BODY DIMENSIONS

Model Application	F-100	F-250	F-350
Nominal Length (ft.)	6½	7½	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.).....	24.8	28.3	31.2
Nominal Payload (lb.).....	1600	3500	5075
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.).....	1725	3700	5450



F-250 Stake with 7½-ft. body offers two-piece side and tail racks for greater loading convenience. 7,400-lb. maximum GVW.

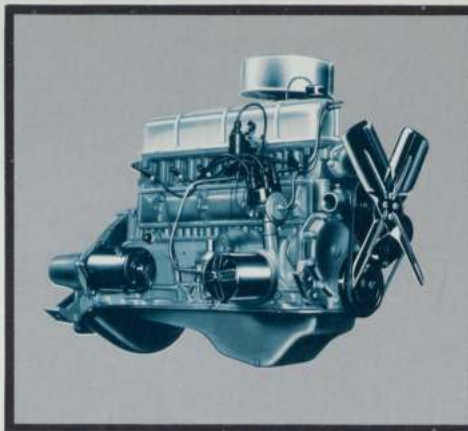
F-350 Stake has 9-ft. body, three-section sides and "swing open" center rack for easy loading. Maximum GVW is 9,800-lb.

New economy . . . greater durability with Ford's modern Short Stroke design

New Ford engines give you the fullest benefit of modern Short Stroke design. Shorter piston travel, slower piston speeds and high compression ratios develop high horsepower and torque with less engine effort and wear.

You get more usable power from every gallon of regular gasoline!

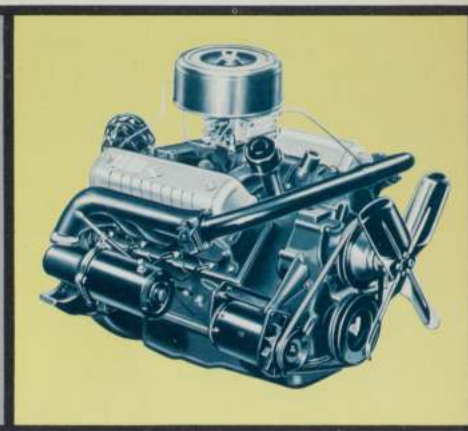
Tests by America's foremost independent automotive research organization certify the gas savings of the Ford 223 Six . . . the same engine that beat all other competitive sixes in Economy Showdown U.S.A. And Ford's 292 V-8 has new performance and durability features for even greater dependability. You're sure to find just the right engine for your needs.



**223
SIX**

139-hp 223 Six (Std.)

Bore—3.62 in. Stroke—3.60 in.
Brake Horsepower—139 @ 4200 rpm
Torque—203 lbs.-ft @ 2000-2600 rpm



**292
V-8**

172-hp 292 V-8 (Opt.)

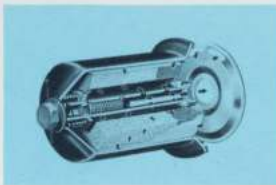
Bore—3.75 in. Stroke—3.30 in.
Brake Horsepower—172 @ 4000 rpm
Torque—270 lbs.-ft @ 2000-2600 rpm



New combustion chamber on Ford's V-8 improves fuel economy. Increased squish area in chamber produces greater turbulence for efficient combustion.



Rotor oil pump on V-8's has high pumping capacity. Positive displacement design is virtually unaffected by normal wear for long-lived service.



New oil filter for both Six and V-8 with improved cotton element provides a 20% increase in filtering efficiency for longer engine life.



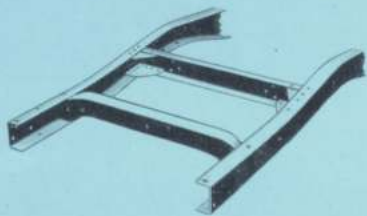
New wiring system has multiple plug connectors, fuse panel, thicker wire insulation and rubber-tipped or plastic hold-down clips for improved reliability.



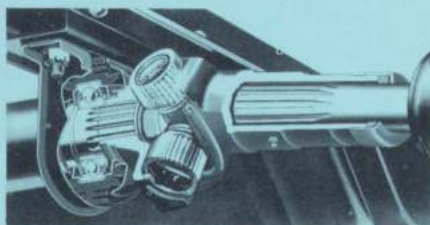
Intake and exhaust valves are of the free-turn type—last much longer. Self-cleaning action provides a tighter seal, maintains higher compression.



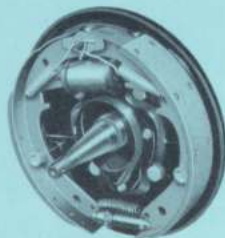
HEAVY DUTY CRUISE-O-MATIC (F-250 and F-350). Two driving ranges for best fuel economy and greater traction on gravel, ice or snow. Low range for heavy pulling or steep grades. Optional at extra cost.



23% GREATER FRAME RIGIDITY (110" wb, F-100) is achieved through the use of wider and heavier gauge rear cross members, adding to ride characteristics and durability.



IMPROVED DRIVE LINE CENTER BEARING (All) contains neoprene seals which more effectively exclude water and foreign material thereby adding to durability of bearing.



IMPROVED BRAKES (F-100) feature more closely controlled micro finish on drum surfaces plus new linings to provide 13% longer lining life, better braking stability and less fade.

New chassis strength for greater durability

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

Straight-line drive combined with large tubular shaft and needle bearing universal joints provide smooth power flow

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

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

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

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

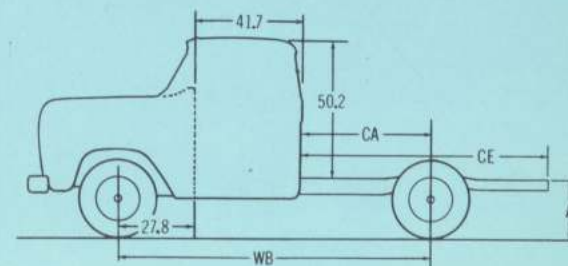
CHASSIS-CAB DIMENSIONS and WEIGHTS

	Tires F & SR	WB (in.)	HEIGHT (A) Empty (in.)	Loaded (in.)	CA (in.)	CE (in.)	Nominal Body Lengths	CURB Front (lb.)	Rear (lb.)	WEIGHTS* Total (lb.)
F-100	6.70-15-4	110	22.8	20.0	40.5	76.8	5½-6½ ft.	1965	925	2890
	6.70-15-4	118	22.8	20.0	48.5	94.9	7-8 ft.	2005	965	2970
	†6.50-16-6	110	23.2	20.4	40.5	76.8	5½-6½ ft.	1985	965	2950
	†6.50-16-6	118	23.2	20.4	48.5	94.9	7-8 ft.	2025	1005	3030
F-250	6.50-16-6	118	24.6	20.8	48.5	94.9	7-8 ft.	2045	1105	3150
	▲8-19.5-8	118	27.6	23.8	48.5	94.9	7-8 ft.	2140	1240	3380
F-350	8-17.5-6	130	28.2	24.7	60.5	99.0	7½-9 ft.	2265	1345	3610
	★	130	28.2	24.7	60.5	99.0	7½-9 ft.	2265	1600	3865

*All weights are estimated. Curb weights include six-cylinder engine, standard cab and equipment, full tank of fuel, water and lubricants. 8-cylinder engine add 130 lb. to front and total weights. Deduct 560 lb. for chassis-cowl and 100 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 PR Front and Dual Rears with HD Rear Main and Auxiliary



Optional equipment and accessories

(In addition to those shown on specification page)



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



Optional Master-Guide power steering acting on linkage, reduces steering effort—makes turning and parking much easier.



Sealed-beam spotlight has a big six-inch face. Bidirectional handle makes it easy to aim powerful beam. Control switch located on handle.



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



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



Ford Truck radio, transistor-type, offers "pleasant company" while driving. Large tuning knob, variable tone control, off-on switch and volume control—centrally located.

REGULAR PRODUCTION OPTIONS

Air cleaner, 1 qt. oil-bath
Arm rest, left side for std. cab and Panel
Bumper, contour, front and rear—chrome for StyleSide Pickups and Panels
Bumper, rear—painted for Pickups
Custom Equipment (cab or Panel)
Heater and defroster, recirculating-type
Oil filter for 223 Six
Power steering
Safety package "A", padded instrument panel and cushioned sun visors

Seat, Auxiliary for Panel
Sun visor, right side for std. cab or Panel
Taillight, right side (std. Panel)
Tinted glass
Tire carrier, side-mounted for Pickups
Turn signals, front and rear—parking lights or fender-mounted and taillights
Window, rear—full-wrap type
Windshield washers
Windshield wipers, dual electric for Six

SPECIAL EQUIPMENT AVAILABLE AS PRE-APPROVED OPTIONS

Alternator, 50 amp., 750 watt
Arm rest, right side for all cabs and Panels
Brakes, vacuum booster
Bumper, front—chrome for all models
Cigar lighter for std. cab or Panel
Generator, low cut-in: 40 amp., 600 watt
Governor, velocity-controlled (except w/Fordomatic or HD Cruise-O-Matic)
ICC lights, front—2, corner lights or 3-light cluster and 2 corner lights
ICC lights, rear for Stake (F-350)

ICC reflectors—rear for Panel, Pickups, Stake or Platform
Lock and chain for spare tire
Mirror—inside safety (except Pickups) outside, chrome, right for Panel 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 (except Panel), right side
Turn signals, front only—parking lights or fender-mounted

ACCESSORIES—DEALER INSTALLED

Air horn
Fire extinguisher (1½-qt.)
Fire extinguisher (4-lb., dry chemical)
Gas tank cap, locking-type
Mirror, Western type
Radio antenna

Reflector flares, 3 in kit with Rags
Seat belts
Seat cushion, ventilated-type
Splash guards and brackets
Spotlight, sealed-beam type
Tow hooks

HERE ARE A FEW BODY STYLES SUPPLIED BY MANUFACTURERS FOR FORD TRUCK CHASSIS



SINGLE-UNIT VAN



INSULATED BODY



WRECKER EQUIPMENT



MAINTENANCE BODY



UTILITY BODY



ALUMINUM VAN BODY

CLUTCH: Gyro-Grip, semi-centrifugal design. 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. HD 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).

COOLING: Series-Flow system with positive-action thermostat. Fan, 4-blade, 18" diameter. Capacity 17.5 quarts w/Six, 21 quarts w/V-8. HD radiator (22-qt. capacity) included with dual rear tires on F-350, available for other models. 5-blade fan also available for F-350 with dual rear tires.

ELECTRICAL SYSTEM: 12-volt system with high-capacity 66-plate, 55 amp-hr battery and air-cooled 30 amp. generator. 70 amp-hr battery is available. Circuit breakers, voltage regulator. High-torque, solenoid actuated, ignition key starter. Single electric horn. Electric windshield wipers optional w/Six, standard w/V-8.

FUEL SYSTEM: Efficient downdraft carburetion. New Super-Filter air cleaner with reusable dry element. Combination fuel and vacuum pump on Six, diaphragm-type fuel pump on V-8. Fuel tank, 18-gallon inside cab; 17-gallon inside frame on Chassis Cowl models.

LUBRICATION: Positive full-pressure to all main, crankpin and camshaft bearings. Capacity: 5 quarts, 6 quarts with filter change. Oil filter standard on V-8, optional on Six.

For additional information on Ford Trucks, please ask for the following model folders: 4-Wheel Drive, Medium Duty, Heavy Duty, Super Duty, Tandem Axle, Parcel Delivery, School Bus and Courier.

1960 Ford Light Duty Truck Specifications

	F-100	F-250	F-350
AXLE, FRONT: Capacity (lb.)	2600	2600	3800
AXLE, REAR: Hypoid, Capacity (lb.)	3300	5000	7200
(Locking-type axle available for F-100 and F-250)			
Ratios (to 1) with Std. Trans.—Six	3.70	4.88	5.14, 5.83
V-8	3.70	4.56	4.86, 5.14
Ratios (to 1) with Overdrive—Six	4.11	—	—
V-8	3.89	—	—
Ratios (to 1) except Overdrive—Six	3.89	—	—
V-8	3.70	—	—
BRAKES, SERVICE: Hydraulic, single-anchor type			
Size (in.)—Front—Rear	11 x 2—11 x 1½	12½ x 2—12½ x 2	12½ x 2—13 x 2½
Total lining area (sq. in.)	179.5	197.8	232.1
BRAKES, PARKING: Type	Cable, Rear Wheels	Cable, Rear Wheels	Drum and Band
Size (in.)—Lining Area (sq. in.)	11 x 1½—83.8	12½ x 2—98.9	8 x 2—49.25
FRAMES: Max. 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
SHOCK ABSORBERS: Double-acting telescopic	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—1020 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 HD	2-stage HD	single-stage
No. leaves—Capacity @ Pad (each)	7—1350 lb.	10—1950 lb.	10—3200 lb.
Optional type	single-stage EHD	2-stage EHD	auxiliary§
No. leaves—Capacity @ Pad (each)	9—1650 lb.	10—2400 lb.	4—600 lb.
STEERING: Worm and Roller—18" Dia. Wheel—Ratio (to 1)	18.2	18.2	20.4
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	HD Cruise-O-Matic	HD Cruise-O-Matic
	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 PR (5.25)
Optional tires: No.—Size (Rim)	5—6.70-15 6 PR* (5K)	4—7-17.5 6 PR (5.25)	4—8-17.5 8 PR (5.25)
Spare tire available for F-250 & F-350	5—7.10-15 6 PR* (5K)	4—8-17.5 6 PR (5.25)	4—8-19.5 8 PR (5.25)
Tube-type tires available as pre-approved option.	5—6.50-16 6 PR* (4½K)†	4—8-17.5 8 PR (5.25)	6—8-17.5 6 PR (5.25)*
—Passenger-type tires.	5—6.50-16 6 PR (5K HD)†	4—8-19.5 8 PR (5.25)‡	6—8-17.5 8 PR (5.25)▲
	5—7-17.5 6 PR (5.25)†	4—7.00-16 6 PR* (6L)*	6—7-17.5 6 PR (5.25)*▲

*—Not available on pickups—requires HD rear main and auxiliary springs. ▲—Special equipment available as pre-approved option.
§—With HD main springs. ‡—Requires optional transmission and HD rear springs. †—Requires HD rear main springs.

The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, 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.



FORD TRUCKS COST LESS... Less to own... Less to run... Built to last longer, too!



FORD DIVISION, *Ford* or *Company*