

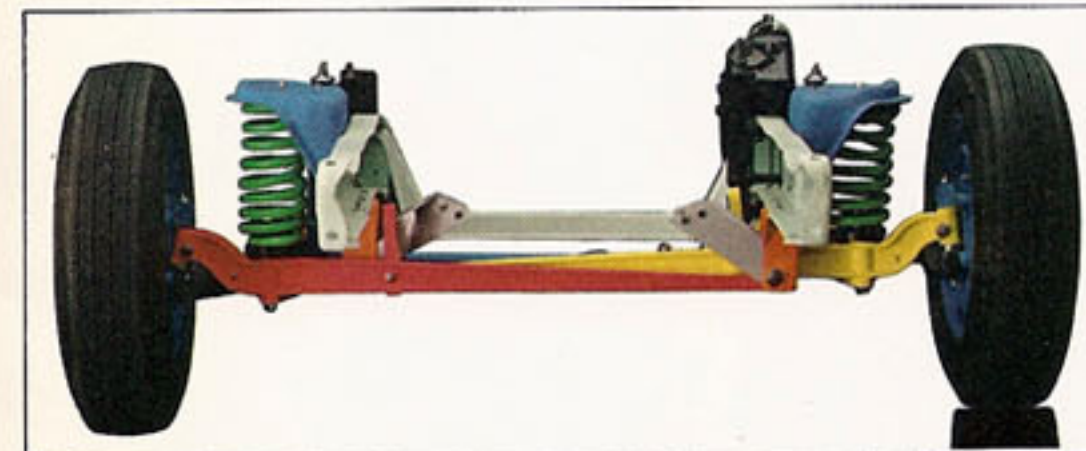
1966 FORD PICKUP TRUCKS





Two front axles...one great ride!

New 1966 Ford pickups have a unique advantage over all other pickups: *two front axles*. Two front axles for smoothness. Two front axles for toughness. A separate axle for each wheel. Each axle operates independently, so each wheel rolls lightly over the bumps. Jolts are isolated, not passed from one wheel to the other. You get a new kind of hold-the-road stability you never expected in a pickup truck. You enjoy new freedom from sway. Flatter cornering. Better control on curves. The front end stays steady. So steady that it doesn't dip or dive even on sudden stops. Remarkable? Here's what makes Ford's easy ride all the more remarkable: Ford engineers achieved it with a tough, all-truck suspension. Twin-I-Beam is a unique combination of big-truck type I-beam axles and I-beam radius rods. A combination that holds wheels firmly in line, reduces front end repairs. Today, most owners use their pickup trucks for pleasure as well as work. The 1966 Ford is built to give you more of both.



How Twin-I-Beam works. Front wheels operate independently, each on its own axle. Axles are forged steel I-beams, as used in big-truck axles. Forged steel radius rods secure axles to frame siderails maintaining wheel alignment. Axles and radius rods pivot in husky no-lube bushings.



F-250 Camper Special takes bodies up to 10 feet long



Flareside pickups have running boards for easy loading



F-100 and F-250 come with stake bodies



Special bodies mount easily on Ford's clean chassis



Ford comfort comes in all colors

Drab cabs are out! Ford brings the color inside where you can enjoy it. Both Standard and Custom Cab interiors come in red, blue, green or beige, color-keyed to the exterior finish. On Custom Cabs (left) the color even extends to the long-wearing, vinyl-coated floor mat.

Padded dash, windshield washers, non-glare wiper arms, ICC emergency light flasher unit and a LH outside rearview mirror are now standard equipment for greater safety.

Visibility—front, rear and all around is outstanding. So is driving ease. Pedals are low, light to the touch. A flex-joint column insulates the steering wheel from road shock. And Ford's standard transmission is synchronized in *all three gears*. You can downshift to low while still moving—without gear clash. Only Ford lets you take such liberties!

Overhead, you'll find smart patterned hardboard (not bare metal) for a station wagon look. Underneath, foam cushioning cradles you in comfort. And you can surround yourself with all the options you wish, from bucket seats to tinted glass all around!

Standard Cab includes solid color vinyl seat upholstery, seat belts, fresh air heater, key locks in both doors, turn signals and dome light. Heavy-duty black vinyl seat trim is optional.

Custom Cab features woven plastic seat fabric, full foam seat and cushioned back, vinyl-paneled doors and smart interior trim, bright-metal grille and windshield moldings.

Ranger Option adds bucket seat comfort, floor carpeting and fuel tank covering and, if you wish, a convenient console between seats.

Standard Cab Interiors are color-keyed to exterior finish. Headroom and legroom are especially generous. Fine ventilation.



Ranger Bucket Seats add a touch of sportiness and a whale of a lot of comfort. Color-keyed to exterior paint in parchment, red or black.



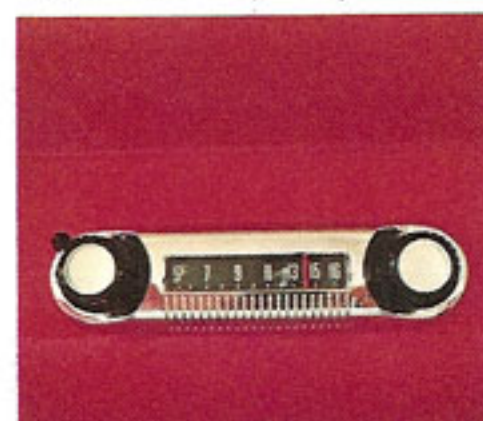
Options to make your driving easier



Power Steering provides improved handling and parking ease. (Available November 1, 1965)



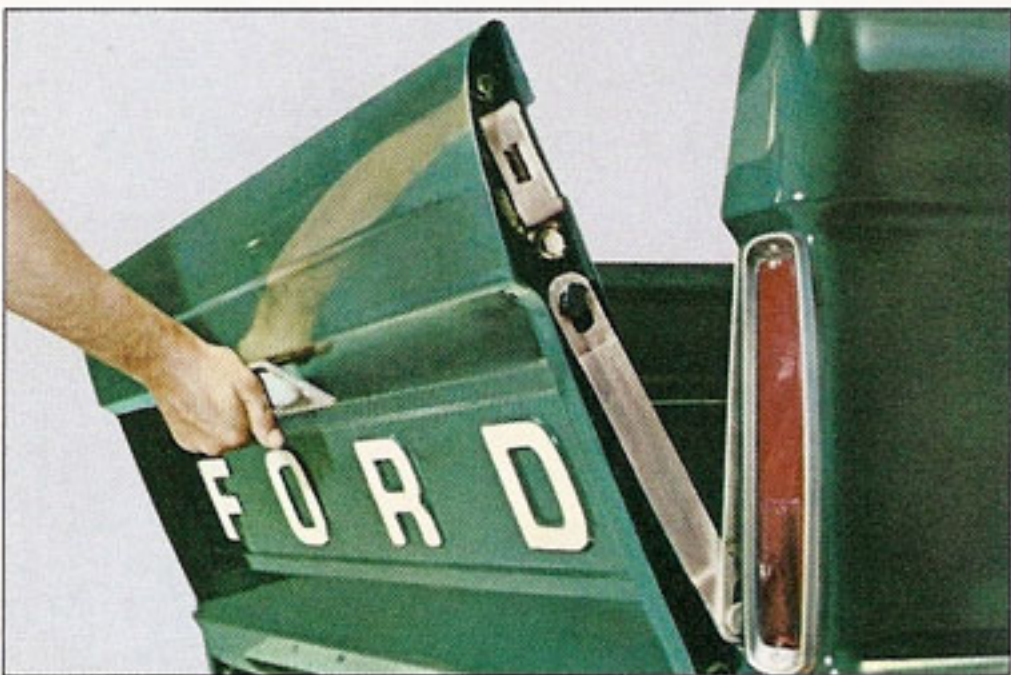
Power Brakes are available for both F-100 and F-250's for driving ease . . . less pedal pressure.



AM Radio gives you superb reception. Keeps you posted on news, weather and road conditions.



Cruise-O-Matic transmission is fully automatic and has two selective forward drive ranges.



ONE-HAND TAILGATE LATCH. Pull—and the Ford Styleside tailgate opens. Push—and it snaps shut automatically. The single center tailgate latch releases the tailgate easily . . . only one hand does it.



EXTRA-STRONG TAILGATE. Sturdy double-wall tailgate with heavy steel hinge-type straps is strong enough to support a ton load in the open position. To lower the tailgate for close-in loading, straps are easily detached from the tailgate.

Big, Strong Box

Ford Truck pickup boxes are big and durable. With a load capacity of up to 76.4 cubic feet, boxes feature low loading heights and wide tailgate openings to accommodate heavy, bulky loads. Here are extra-quality construction features that mean your Ford will stand up to your job through a long, hard-working life: double-wall side panels and tailgate of Styleside pickup bodies protect exterior sheetmetal against damage caused by shifting cargo; stake pockets along the top of the body sides permit mounting sideboards for additional height or bows for loadspace covers; strong rear corner posts resist spreading of side panels, maintain alignment with tailgate.

Many models to choose from

Styleside Pickup. 1966 Ford Styleside pickups are available with 6½- and 8-ft. length boxes on 115- and 129-inch wheelbases respectively. All Styleside pickups have cross sills under the full width of body load area for added strength and durability. A tool compartment built into the right body side is optional. **Flareside Pickup.** Flareside pickups are available in the same box lengths and wheelbases as Styleside pickups. Running boards aid loading and unloading over the sides. Seasoned wood floorboards feature steel skid strips. **Stake.** The F-100 stake is available with a 6½-foot body on a 115-inch wheelbase, and the F-250 has a 7½-foot body on a 129-inch wheelbase. Rack sections are removable for easy loading from sides or rear. **Platform models** have floors of seasoned, straight-grained wood with steel skid strips.

Chassis for special bodies

Ford chassis-cab models are well suited to accommodate a variety of custom-built bodies ranging from 5½ to 8 feet long on F-100's and 6½ to 8 feet long on F-250's. F-100 Series can carry 8-ft. camper bodies; F-250 Series can carry 10-ft. cab-over camper bodies (see page 10). In addition, chassis-cab models are ideal for wrecker installations. See your Ford Dealer for a wide choice of makes and types of special bodies and equipment.

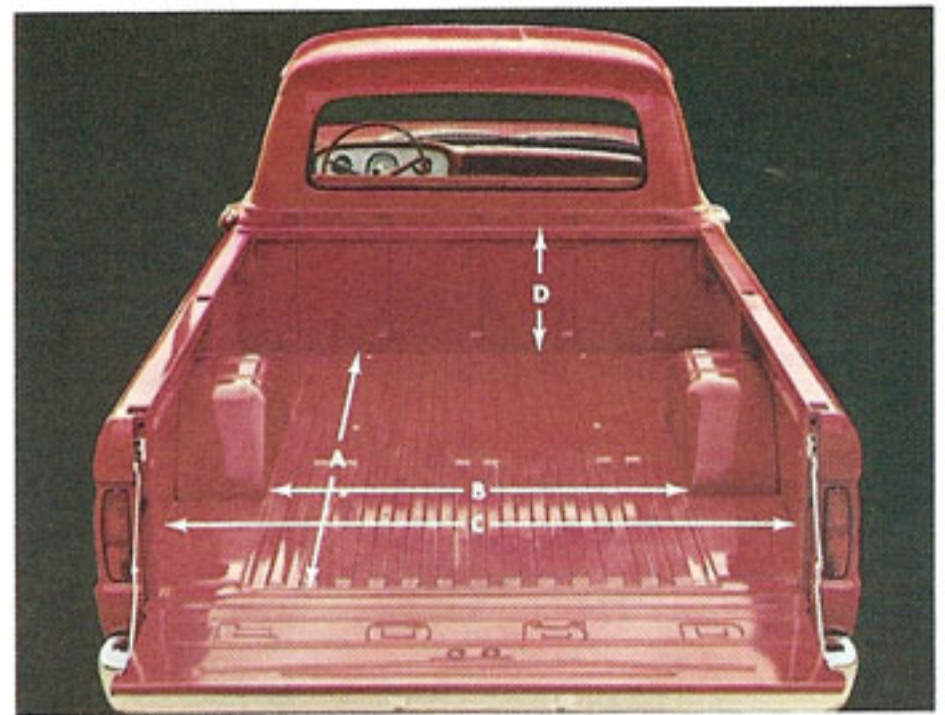
Payload and Dimensions

PAYLOAD AND DIMENSIONS	STYLESIDE PICKUP			FLARESIDE PICKUP			STAKE OR PLATFORM	
	F-100	F-100	F-250	F-100	F-100	F-250	F-100	F-250
Wheelbase (in.)	115	129	129	115	129	129	115	129
Nominal Body Length (ft.)	6½	8	8	6½	8	8	6½	7½
(A) Inside Length (in.)	78.7	98.7	98.7	77.9	96.0	96.0	80.0	90.0
(B) Width Between Wheelhousings	49.0	49.0	49.0	**	48.4	48.4	**	**
(C) Tailgate Opening (in.)	65.0	65.0	65.0	49.0	54.0	54.0	67.0 [Ⓢ]	73.7 [Ⓢ]
(D) Height (in.) (Floor to Top of Sides)	19.2	19.2	19.2	20.3	22.1	22.1	24.5	28.3
Capacity (cu. ft.)	60.3*	76.4*	76.4*	45.0	65.4*	65.4*	76.0 [‡]	108.6 [‡]
Maximum Recommended Payload (lb.)	1550	1450	3650	1625	1450	3600	1525	3425
							†1650	†3600

*Allowance made for wheelhousings
**No inside wheelhousings

†Platform body
ⓈLoad width

‡Platform body load area: 37.2 sq. ft. (F-100); 46.1 sq. ft. (F-250)



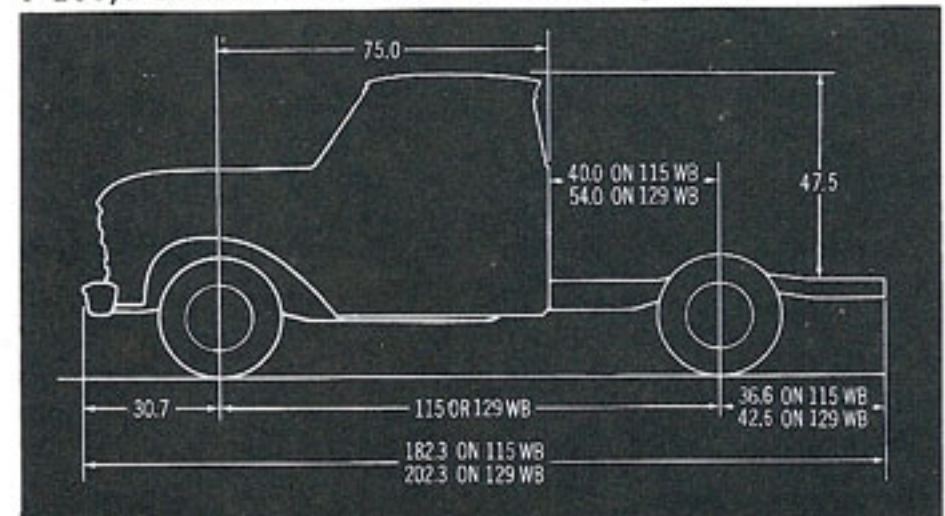
F-100/F-250 Styleside Pickup—for style and big capacity



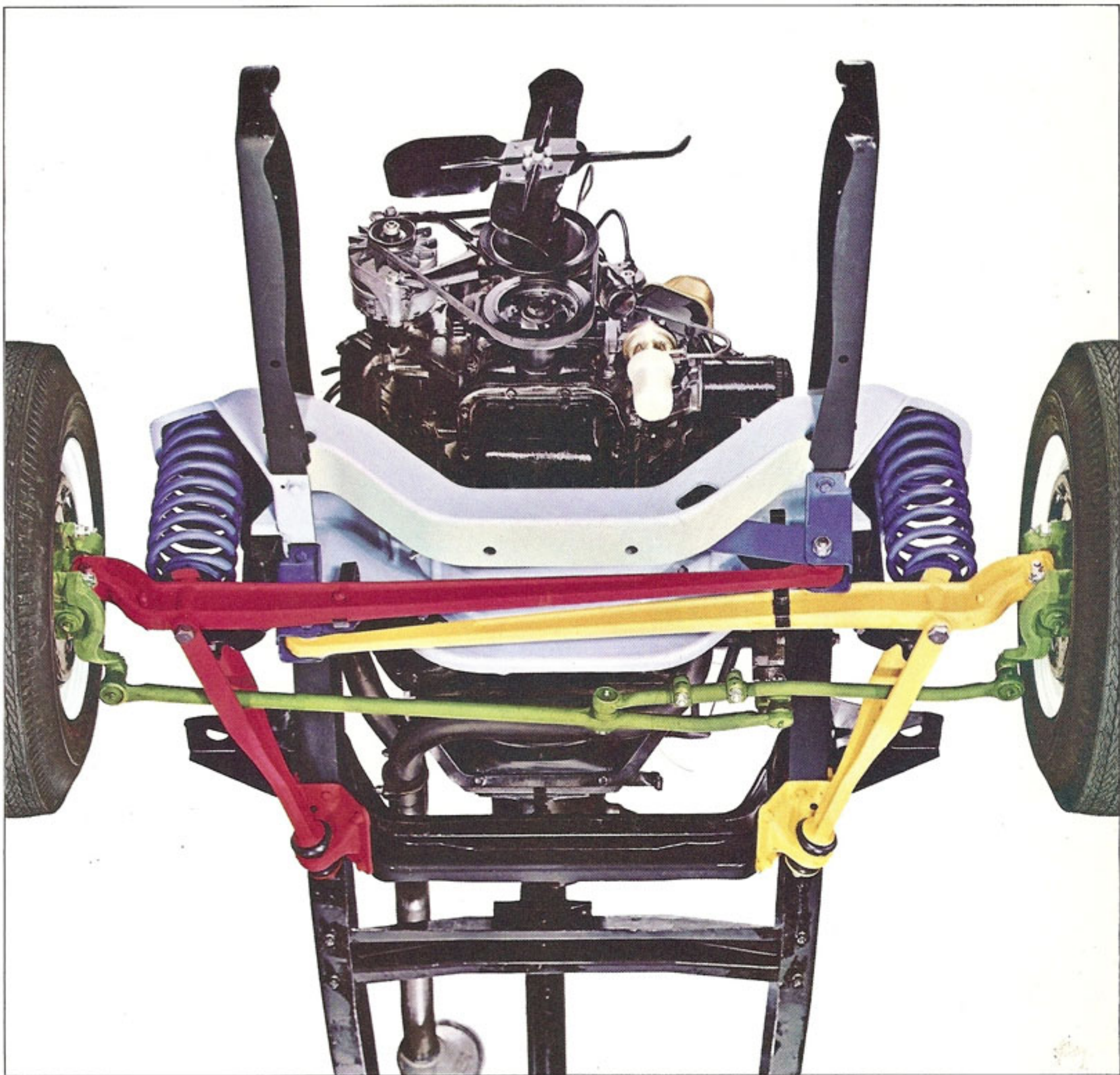
F-100/F-250 Flareside Pickup—for low price and high utility



F-100/F-250 Stake or Platform—for bulky loads



F-100/F-250 Chassis-Cab—for special purpose bodies



Rugged chassis with "Twin-I-Beam" front suspension

Tough chassis make tough trucks, and the 1966 Ford F-100 and F-250 trucks are tough through and through! Starting with the heavy-gauge, ladder-type frame, Ford builds these trucks to take severe punishment year after year. Ford's unique, highly successful Twin-I-Beam suspension, progressive rear springs featuring a secondary stage single taper leaf, double-acting front and rear shock absorbers, improved steering linkage, optional power brakes and optional limited-slip rear axles provide you with superior ride, handling, comfort and durability characteristics.

TWO FRONT AXLES MOVE INDEPENDENTLY. Ford's unique Twin-I-Beam front end gives you not one, but two forged steel front axles. The use of two front axles permits each front wheel to move independently of the other. Ride is smoother . . . control more positive. A sturdy, stable assembly, Twin-I-Beam pays off in dollars and cents as well as in ride and handling ease. Caster and camber settings are fixed by the I-beam forgings, reducing maintenance requirements. Chassis-rattling jolts are reduced, prolonging chassis-body life and promising a higher resale value at trade-in time.

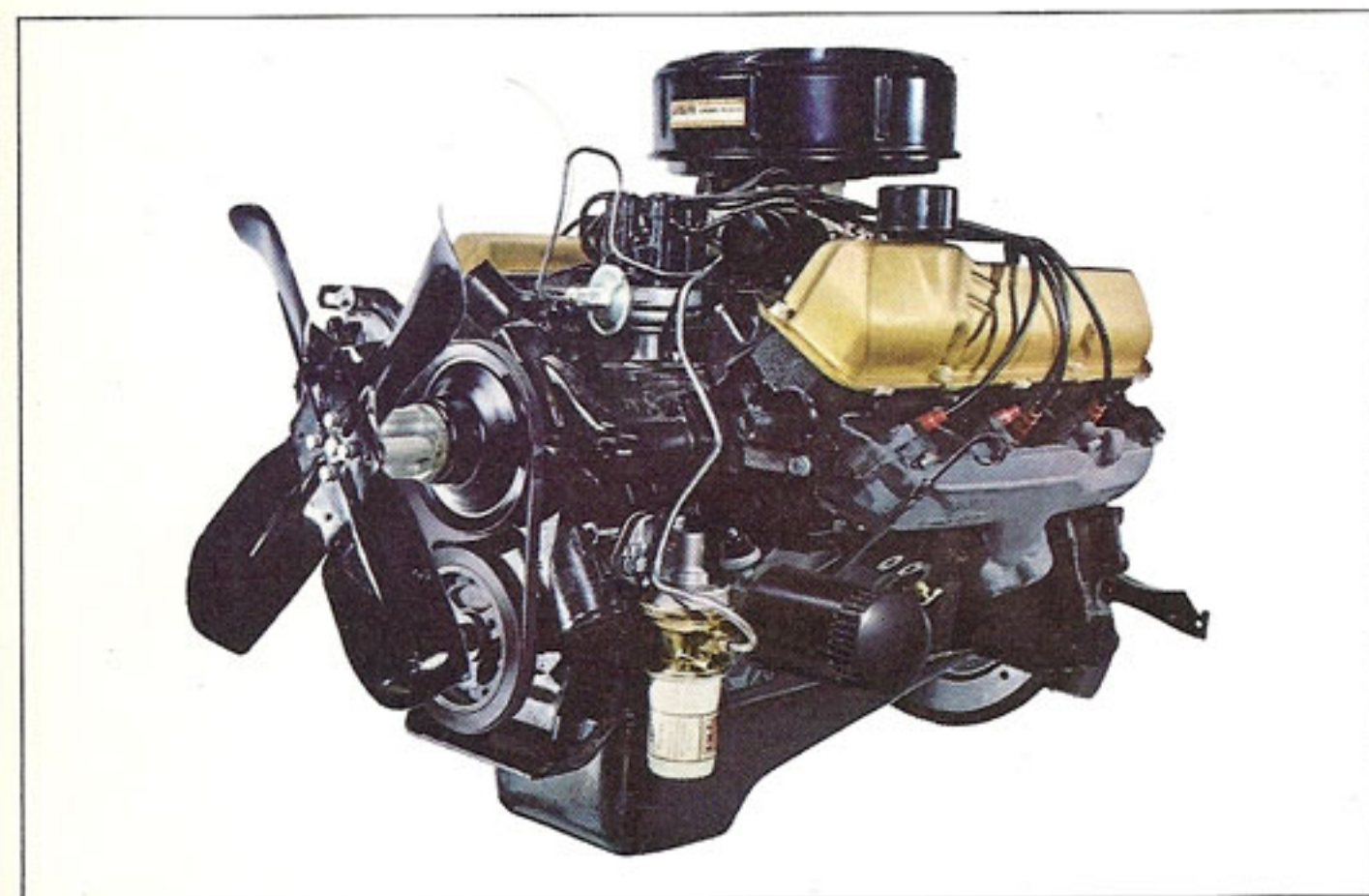
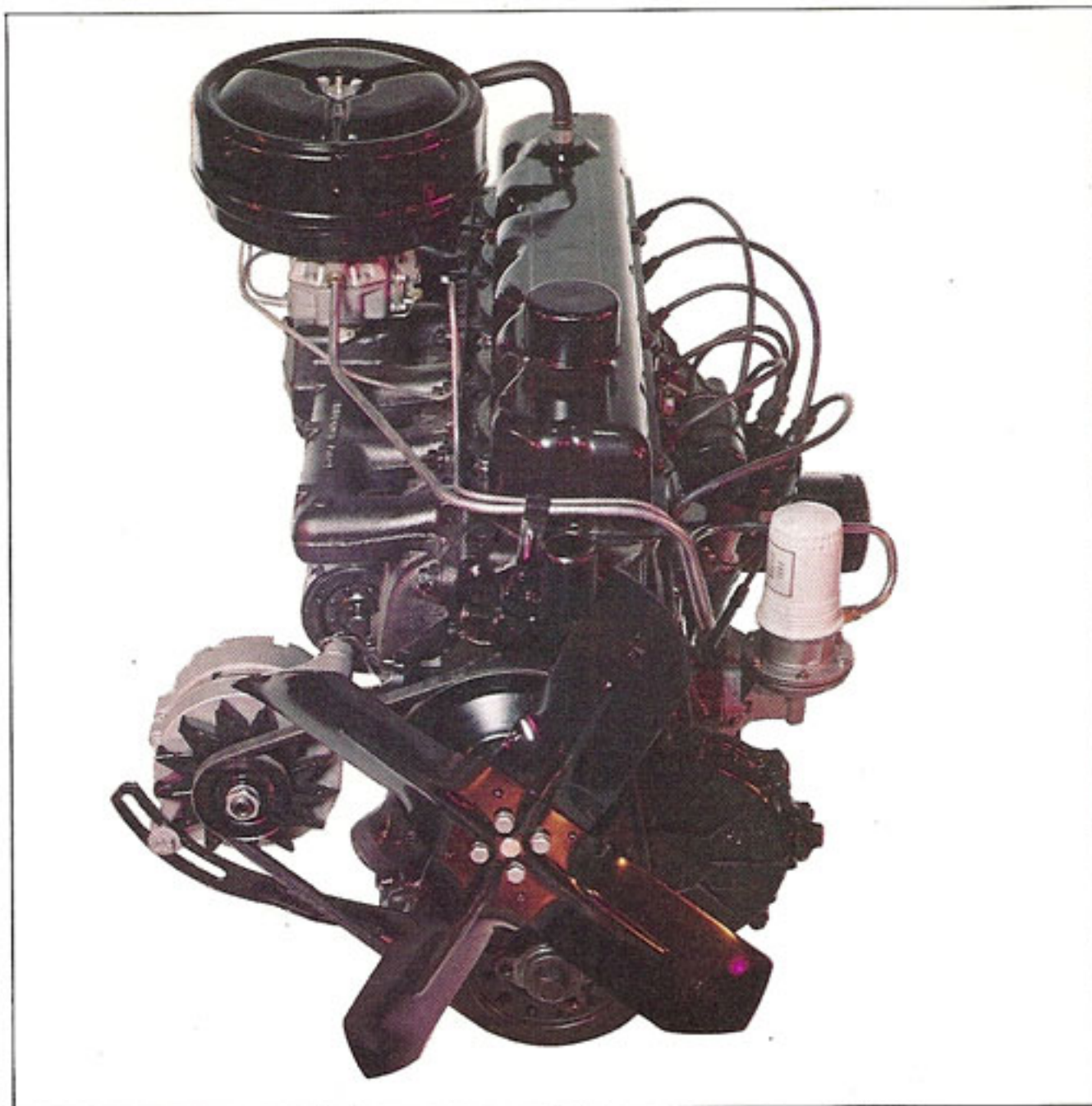
Engines

Three proven, high-performance engines are available in 1966 Ford pickups: the big 240-cu. in. Six, the power-packed optional 300-cu. in. Six and the top performance optional 352-cu. in. V-8. These are true High Displacement engines—engines that can do your job at lower RPM. Pistons work at slower speeds, bearing loads are lighter, breathing is better than with smaller engines. Result: more miles per gallon, longer engine life, less downtime. You have a choice of a standard 3-speed manual transmission that is synchronized in low as well as second and third, 3-speed with overdrive for F-100, a 4-speed synchronized transmission, or a Cruise-O-Matic.

240 and 300 Six

The 240 and 300 Sixes provide plenty of power to handle heavy loads with ease, operate economically and last longer. The 300 Six is the biggest straight Six available for this size truck. These engines feature:

- Seven-main-bearing crankshaft for minimum vibration and long life
- High quality, chrome-plated and oxide-coated rings for greater corrosion and wear resistance
- Hydraulic valve lifters for quiet operation and less maintenance
- Individual intake and exhaust valve ports for free breathing and maximum efficiency
- Precision-cast crankshaft with induction-hardened journals for extreme toughness



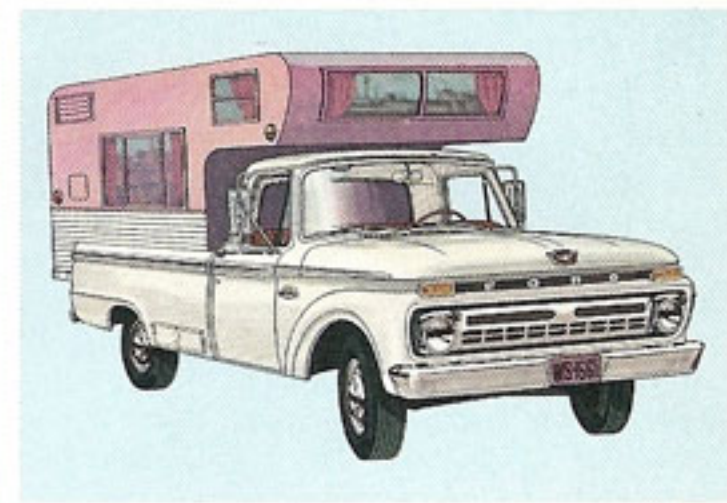
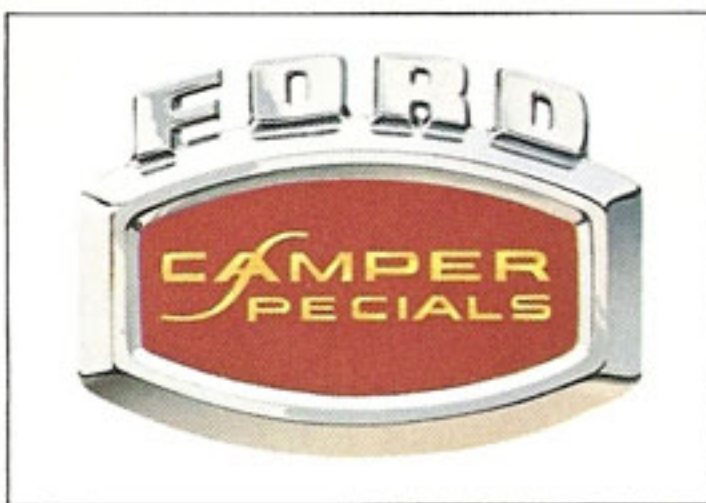
352 V-8

The high-performance 352 V-8 provides maximum performance and instant response under all operating conditions. This engine features:

- High quality, chrome-plated and phosphate-coated rings for greater corrosion and wear resistance
- Deep-skirt aluminum-alloy pistons for greater durability
- Hydraulic valve lifters for quieter operation and less maintenance
- Precision-cast crankshaft with induction-hardened journals for extreme toughness
- Rotor-type oil pump that is more efficient at idle and more durable
- Full-circle water jackets for more even expansion, less distortion, friction and wear
- Improved heat control exhaust butterfly valve for rapid fuel-air mixture warm-up, better mileage
- Large intake and exhaust valves are free-turn type for self-cleaning, long life
- Precision-ground camshaft for long cam life, smooth valve operation

Specifications

BIG TRUCK POWER—SIX OR V-8			
ENGINE SPECIFICATIONS	240 SIX	300 SIX	352 V-8
MAX. GROSS HP @ RPM	150 @ 4000	170 @ 3600	208 @ 4400
MAX. NET HP @ RPM	129 @ 4000	150 @ 3600	172 @ 4000
MAX. GROSS TORQUE (lbs-ft @ RPM)	234 @ 2200	283 @ 14-2400	315 @ 2400
MAX. NET TORQUE (lbs-ft @ RPM)	218 @ 2000	272 @ 14-2100	295 @ 2000
BORE AND STROKE (inches)	4.0 x 3.18	4.0 x 3.98	4.0 x 3.50
COMPRESSION RATIO (to 1)	9.2	8.0	8.9



Ford F-100 Styleside pickup with typical 8-ft. camper coach for outdoor fun.

F-250 Styleside pickup with 10-ft. cab-over camper coach . . . sleeps six comfortably.

FORD F-100 AND F-250 OPTIONAL EQUIPMENT "PACKAGES" FOR USE WITH CAMPER COACH BODIES

CAMPER SPECIAL PACKAGE (In addition to or in place of standard equipment)		
Truck and Body	129" wb. F-100 for 8-ft. Camper Coach	129" wb. F-250 for up to 10-ft. Cab-Over Coach
Recommended Max. Body and Payload Weight	Styleside Pickup—up to 1250 lb. Flareside Pickup—up to 1250 lb. Chassis-Cab—up to 1675 lb.	Styleside Pickup—up to 3475 lb. Flareside Pickup—up to 3500 lb. Chassis-Cab—up to 3875 lb.
Rear Axle: Std. (Ratio)	3.70 (Six), 3.50 (V-8)	4.10
Front Springs—Heavy-Duty	1125-lb. (Six) 1250-lb. (V-8)	1125-lb. (Six) 1250-lb. (V-8)
Alternator	55 Ampere	55 Ampere
Radiator	Extra cooling	Extra cooling
In Addition: Camper Special Ornament, heavy-duty 70 amp-hr battery, dual Western-type mirrors, extended tailpipe, oil pressure gauge and ammeter, camper wiring harness.		

REQUIRED OPTIONAL EQUIPMENT: Engine—300 Six or 352 V-8; Transmission—Cruise-O-Matic or 4-Spd. Manual; Tires: F-100—7.00 x 15 6 PR TT, F-250—7.50 x 16 6 PR (Front), 7.50 x 16 8 PR TT (Rear & Spare); Wheels: 5.50F—Split Rims; HD Front Springs: 1125 lb. w/Six, 1250 lb. w/V-8; Rear Springs, Main: F-100—1250 lb., F-250—2400 lb.

CUSTOM CAMPER PACKAGE FOR F-250 (Includes Camper Special Package)
Custom Cab
Deluxe Fresh Air Heater
Two-Speed Windshield Wipers
Left-Hand Door Stowage Compartment
Dual Horns

DELUXE CAMPER PACKAGE FOR F-250 STYLESIDE PICKUP (Includes Camper Special Package and Custom Camper Package)
Padded Visors
Chrome Front Bumper
Body Side Moldings
Right-Hand Tool Stowage Compartment

CHASSIS SPECIFICATIONS

	STANDARD EQUIPMENT		F-250 MAX. GVW: 7,500 LB. OPTIONAL EQUIPMENT*	
	F-100	F-250	F-100	F-250
Alternator:	38 amp., 570 watt.	38 amp., 570 watt.	45 amp., 55 amp., 60 amp.	45 amp., 55 amp., 60 amp.
Axle, Front: Capacity (lb.)	2600	3000	—	—
Axle, Rear: Capacity (lb.)—Ratios (to 1)	3300—3.70	5200—4.56	3300—3.25, 3.50, 4.11	5200—4.10
Ratios for limited-slip differential (to 1).....	—	—	3.31, 3.54, 3.73, 4.09, 4.10	4.10, 4.56
Battery: (12 volt)	54 plates—45 amp-hr.	54 plates—45 amp-hr.	66 plates—55 & 70 amp-hr.	66 plates—55 & 70 amp-hr.
Brakes, Service: (Self-adjusting type)	Hydraulic, self-adjusting.	Hydraulic.	6¼" vacuum booster.	6¼" vacuum booster
Size (in.) front.....	11 x 2	12½ x 2	—	—
rear.....	11 x 1¾	12½ x 2	—	—
Brakes, Parking: Type	Cable actuation of rear brakes	Cable actuation of rear brakes	—	—
Clutch: Dia. (in.)—Area (sq. in.)	10—85.5 (240 Six) (HD 11—123.7 w/300 Six & 352 V-8)	10—85.5 (240 Six) (HD 11—123.7 w/300 Six & 352 V-8)	HD 11—123.7 (240 Six)	HD 11—123.7 (240 Six)
Engine:	240-cu. in. Six	240-cu. in. Six	300-cu. in. Six 352-cu. in. V-8	300-cu. in. Six 352-cu. in. V-8
Frame: Section Modulus	2.98	3.71	—	—
Shock Absorbers: Front and rear	Double-acting	Double-acting	—	—
Springs, Front: Coil capacity @ pad (lb. each)	1005 (240, 300 Sixes) (1125 w/352 V-8)	1005 (240, 300 Sixes) (1125 w/352 V-8)	1125 (240, 300 Sixes) 1250 (352 V-8)	1125 (240, 300 Sixes) 1250 (352 V-8)
Springs, Rear: (Progressive leaf-type)	950	1450	1250, 1650†	1950, 2400
Capacity @ pad (lb. each).....	—	—	380 (N.A. w/1650 main)	450 (N.A. w/std. main)
Auxiliary.....	—	—	Extra cooling	Extra cooling
Radiator:	—	—	—	—
Steering: Type	Recirculating ball	Recirculating ball	Power**	Power**
Transmission: Type	3-speed Direct Drive	3-speed Direct Drive	3-speed w/Overdrive 4-speed, Cruise-O-Matic	4-speed Cruise-O-Matic
Wheels: No.—type—rim size (in.)	5—5-hole disc—5½ K	5—8-hole disc—6L	16 x 5K, 15 x 5.50F 17.5 x 5.25	16 x 5.50F, 17.5 x 5.25 17 x 5.50, 19.5 x 5.25
Tires: Tubeless, No.—size	5—7.75-15 4PR PT	4—6.50-16 6PR PT	Tubeless and tube-type tires in sizes to match requirements	Tubeless and tube-type tires in sizes to match requirements
Standard Colors: Rangoon Red, Raven Black, Sahara Beige, Holly Green, Caribbean Turquoise, Springtime Yellow, Arcadian Blue, Marlin Blue, Wimbledon White, Pure White, and Chrome Yellow. A two-tone effect is available for all cab models with Wimbledon White on roof and around cab back panel above belt line except with Special White and Chrome Yellow. Optional deluxe two-tone paint is available for Styleside pickups which includes body side moldings. Whitewall tires are also optional.				

*See your Ford Dealer for additional options

†Single-stage type

**Available about Nov. 1, 1965

F-100 and F-250 Options

LH and/or RH Arm Rests (std. cab), Cigar Lighter (std. cab), Deluxe Appearance Package (std. cab), Laminated Sheet Door Glass, Tinted Windshield or All Around, Deluxe Fresh Air Heater and Defroster, Mirrors, Two-Tone Paint, Manual Radio and Antenna, Ranger Package (Custom Cab only) incl. bucket seats w/ or w/o console, carpeting, gas tank cover, Ranger emblem, upholstery color-keyed in red, palomino, beige or black, Padded

Visors, Full Foam Cushion Seat (std. cab), HD Black Vinyl Seat Trim, LH and/or RH Door Stowage Compartment, RH Sun Visor (std. cab), Two-Speed Electric Wipers, Bumpers: Front—Chrome Contour, Rear—Chrome or Painted (Styleside), Painted Channel (Flareside); Grille Guard, Dual Electric Horns, Bright-Metal Hub Caps, ICC Clearance and Marker Lights: Two Corner Lights (all cabs), Three Center Lights (all cabs), Two or

Five Cab Lights w/8 Body Lights (Stake or Platform), ICC Rear Reflectors (Pickups, Stake or Platform), Bright-Metal Body Side Moldings (Styleside), Front-Mounted Amber Reflectors, Tire Equipment: Side-Mounted Spare Tire Carrier, Spare Tire (F-250); Tool Stowage Box (RH, Styleside), Turn Signals: Double-Faced Front and Rear, Double-Faced Front Turn Signals (Cowl).



BRONCO SPORTS UTILITY—A New Breed of All-Purpose Vehicle



F-100 4x4—Low-Slung 4-Wheel-Drive Pickup



RANCHERO—Elegant Town and Country Pickup



ECONOLINE—The Truck of 1,000 Uses



F-350—Built Like the Big Ones

OTHER FORD PICKUPS AND UTILITY CARS TO CHOOSE FROM...

Separate catalogs
for these additional vehicles
are available

Your Ford Dealer
has catalogs for the
complete line of quality Ford Cars and Trucks.
Stop in and get acquainted.
He'll be happy to supply you
with all the information
you need.

24,000-MILE (OR 24-MONTH) WARRANTY—Ford Motor Company warrants to owners as follows: That for 24,000 miles or for 24 months, whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services, routine replacement of parts such as filters, spark plugs, ignition points, wiper blades, brake or clutch linings, and for normal deterioration of soft trim and appearance items. The warranty referred to herein is applicable to products sold in the U.S.A. and in certain neighboring areas.

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.



F-250 with box-mounted cab-over Camper Coach

Follow the fun in a Ford Camper Special

Fun and sun can be yours in a Ford Camper Special. Factory-installed camper equipment is available from your Ford Dealer, as outlined on page 10 of this brochure. There is a camper equipment package to equip your F-100 for carrying an 8-foot camper coach. Three camper packages, each progressively more complete, are available for your F-250 to equip it for carrying camper coaches up to 10 feet long. You may purchase your camper-equipped F-100 or F-250 as a pickup truck and have the camper body installed in the cargo box, or you may buy the chassis-cab only and have the camper body installed directly on the truck frame. Your Ford Dealer can advise you regarding purchase of a suitable camper coach and related special equipment to meet your exact requirements.

Rugged Ford F-100 and F-250 chassis are excellent carriages

for camper coaches. Exclusive Twin-I-Beam suspensions with coil spring cushioning up front, and progressive rear springs with Ford's unique single taper-leaf secondary section provide stability, smoothness and handling properties that make driving Ford campers a pleasure. Women, particularly, find Ford campers comfortable and easy to handle, and enjoy sharing driving responsibilities with their husbands. In addition, such options (see page 10) as the big 352-cu. in. V-8, 4-speed or Cruise-O-Matic transmissions, power brakes, extra-cooling radiator and many others, give you a vehicle that can take a beating, yet ride smoothly and respond promptly over almost any terrain. Your Ford Dealer is ready to assist you in bringing the great outdoors and you together in your Ford Camper Special. See him soon.

PRODUCTS OF

