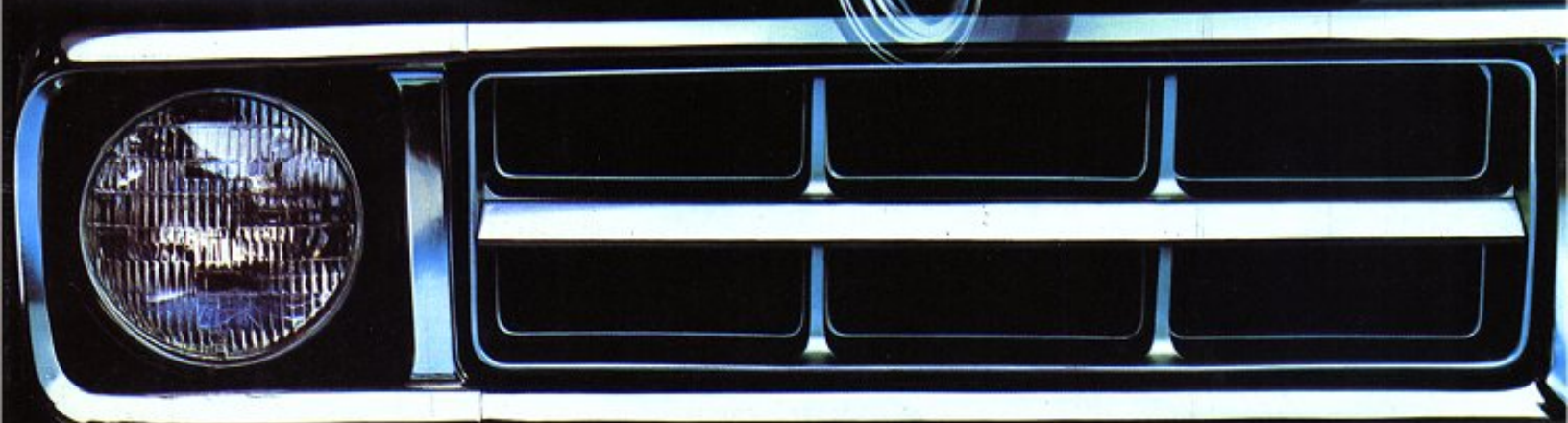


'71 PICKUPS BY FORD

F-100/250/350 and 4-WHEEL DRIVE



Ford Pickups

*work like trucks...
ride like cars.*

1971 Fords are hard-working, smooth-riding, good-looking pickups. Their handsome appearance begins with a gleaming grille and chrome front bumper that are standard on all Ford pickups from the lowest-priced Custom to the Sport Custom, Ranger, and luxury leader—the Ranger XLT.

Ford pickups are as big as they are handsome, with the roomiest cab of any pickup. Ford's combined headroom, legroom, shoulder room, and seat height dimensions exceed all others. And your cab comfort is completed with the smoothest ride.

Ford's exclusive Twin-I-Beam

independent front suspension flattens out the bumps, keeps you on the level. You'll find virtually no nose diving even in severe braking situations; less side sway on curves. Flex-O-Matic rear suspension (standard F-250, and with extra-capacity springs on F-100) automatically adjusts spring stiffness for a comfortable ride—loaded or light.

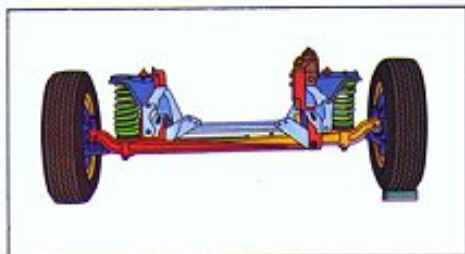
Chassis and sheetmetal are designed for on-the-job durability. Hoods have double-wall sections for extra rigidity. Styleside pickups have all-steel bodies with double-wall side panels and tailgate, and the pickup box is welded, instead of bolted, to stay strong and silent.



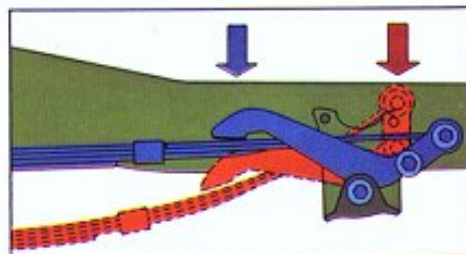
Ford light-duty trucks come in three basic series: F-100, F-250 and F-350 with maximum GVW ratings of 5,000, 7,500 and 10,000 pounds respectively.

F-100 and F-250 are offered in Styleside and Flareside pickups, chassis-cabs, stakes (F-250), and with two- and four-wheel drives. F-350's are available in Flareside pickups and single- or dual-rear wheel stakes and chassis-cabs.

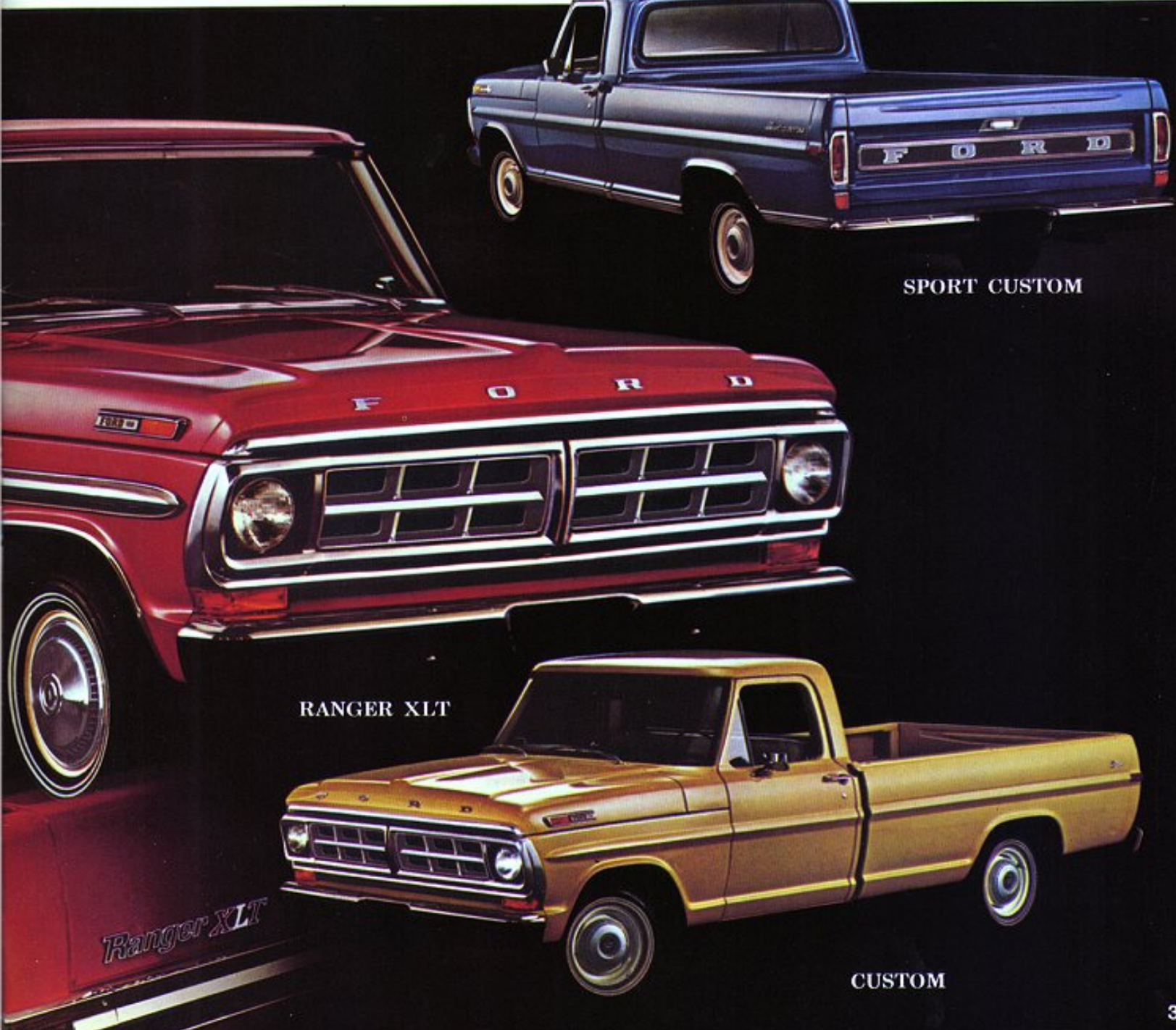
Ford provides five performance-proven engines to match your needs. Choice of economical 240- and 300-cu. in. Sixes or high-performance 302- (F-100), 360- and 390-cu. in. V-8's.



Twin-I-Beam front suspension softens up the ride, toughens up the truck. Ford's exclusive design has two front axles, each cushioned by a big coil spring, to allow each wheel to roll over bumps independently. Suspension absorbs the jolts and jars of rough roads and provides smooth stability on highways. Each front axle is a forged I-beam held in place by a rugged I-beam radius rod to control alignment.



Flex-O-Matic rear suspension automatically adjusts spring stiffness for varying loads. When pickup box is empty, Flex-O-Matic provides a long, supple spring (red arrow) to cushion the ride. When a load is added, a compensating shackle pivots into action (blue arrow) to shorten the spring's effective length. Result: a shorter, stiffer spring as loads get heavier. Std. on F-250, and with extra-capacity springs on F-100.



SPORT CUSTOM

RANGER XLT

CUSTOM

Real Comfort

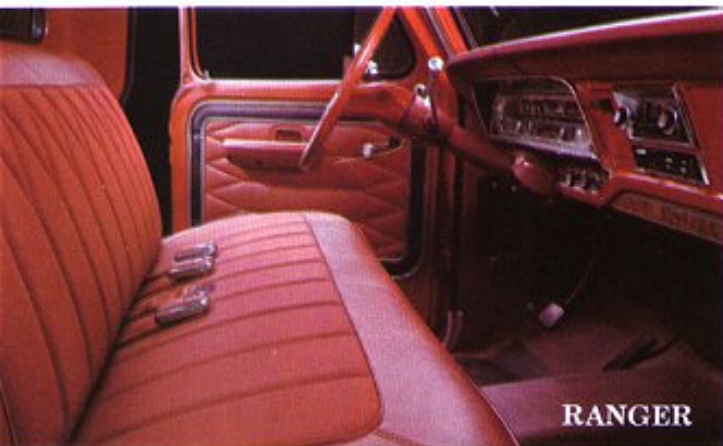
*spacious, smart,
long wearing*

Enjoy the solid comfort of America's roomiest pickup cab! Ford's combined headroom, legroom, shoulder room and seat height dimensions exceed those of any other pickup cab. Wide, deep-cushioned seats hold three with ease. Attractive upholstery is practical and long wearing. All interiors are color-coordinated with exteriors and feature new

steering wheel, swept-away, padded instrument panel, energy-absorbing sun visors and armrests (with squeeze door latch handles), seat belts, windshield washers, 2-speed windshield wipers, 10-inch day/night rearview mirror, LH exterior mirror, backup lights and turn signals.

Custom interior trim is standard on the lowest-cost Ford pickups

and includes: deluxe fresh air heater with 3-speed fan • hi-dri ventilation • door courtesy light switches • ash tray • RH coat hook • wedge-type vent window handles • glove compartment with push-button catch • hardboard headlining • black floor mats with heel pads • aluminum scuff plates • deluxe instrument cluster bezel • color-keyed steel door trim panels • black, blue, red, parchment or green vinyl seat trim with chevron pattern vinyl inserts. **Sport Custom** interiors offer (in addition to, or in place of Custom items): deep-foam seat cushion and foam padding in seat back • pleated basket-weave vinyl seat trim inserts with grained vinyl bolsters • color-keyed vinyl door panels with bright moldings • color-keyed





RANGER XLT INSTRUMENT PANEL

floor mats • cigarette lighter. Exterior trim includes bright windshield, rocker panel and wheel lip moldings. Stylesides have bright taillight and reflector bezels, and black tailgate applique.

Ranger interiors include (in addition to, or in place of Sport Custom features): color-keyed, pleated cloth with vinyl trim seat upholstery • woodtone instrument panel and horn bar • heater panel

with woodtone insert • bright headlining molding • color-keyed vinyl door panels • bright seat-pivot covers. Exteriors feature bright rear window and roof drip moldings and hub caps. Stylesides include bright body side moldings and argent tailgate panel. Rocker panel and wheel lip moldings are optional.

Ranger XLT offers (in addition to, or in place of Ranger items): deluxe pleated cloth with vinyl trim seat

upholstery • color-keyed pleated vinyl door panels with woodtone applique • color-keyed wall-to-wall carpeting • special insulation • convenience group (cargo and engine compartment lights, glove compartment lock, and inside 12-inch day/night mirror) • perforated headlining. Styleside decor includes bright body side moldings with woodgrain accents, bright rocker panel and wheel lip moldings, and woodtone tailgate panel.



New Ranger and Ranger XLT cloth seat upholstery is as practical as it is attractive. Ford's strong fabric is long-wearing, soil resistant, cool and comfortable. Ranger and Ranger XLT models are available as Styleside pickups and chassis-cabs.

Hard Working built-in durability

Underneath all their sleek styling and attractive interiors, Ford pickups are all truck. Hard-working trucks that are built strong to last long with better ideas throughout. Better ideas that begin with:

1. Twin-I-Beam suspension.

This durable front suspension is a great place to start examining Ford's true toughness. It's the only suspension with the strength of two front axles. Each is a forged steel I-beam axle (everybody's big trucks use I-beam front axles). Forged steel radius rods hold the axles in secure alignment. Built-in caster and camber settings maintain wheel alignment far longer than car-type suspensions. Normal toe-in adjustments are easier, less costly to make.

2. Big truck-type brakes.

Ford's dependable, self-energizing, self-adjusting brakes have large lining areas and heavy cast drums for easy stops, long lining life. Ford drum brakes require less pedal effort than manual disc brakes for smooth, controlled stops.

Power brakes are standard on F-250 and F-350 4 x 2's, and power front disc brakes are available.

3. Biggest standard clutch.

Ford's 11-inch Gyro Grip clutch is the biggest standard clutch on any ½-tonner. All Ford clutches are matched to engines and powertrain components for smooth action, long life and minimum leg effort.

4. Rugged rear axles.

All Ford pickup rear axles feature quiet hypoid gearing for maximum tooth contact, greater strength. F-100 Series axle gears are of shot-peened high-alloy steel for optimum life. The Ford pinion is straddle-mounted and rigidly supported by roller bearings at three points. Axle shafts are durable forged steel. Limited-slip differentials are available to provide extra traction under difficult road or weather conditions.

5. Fully synchronized transmission.

Ford 3-speed transmissions are synchronized in all forward speeds. Synchronization

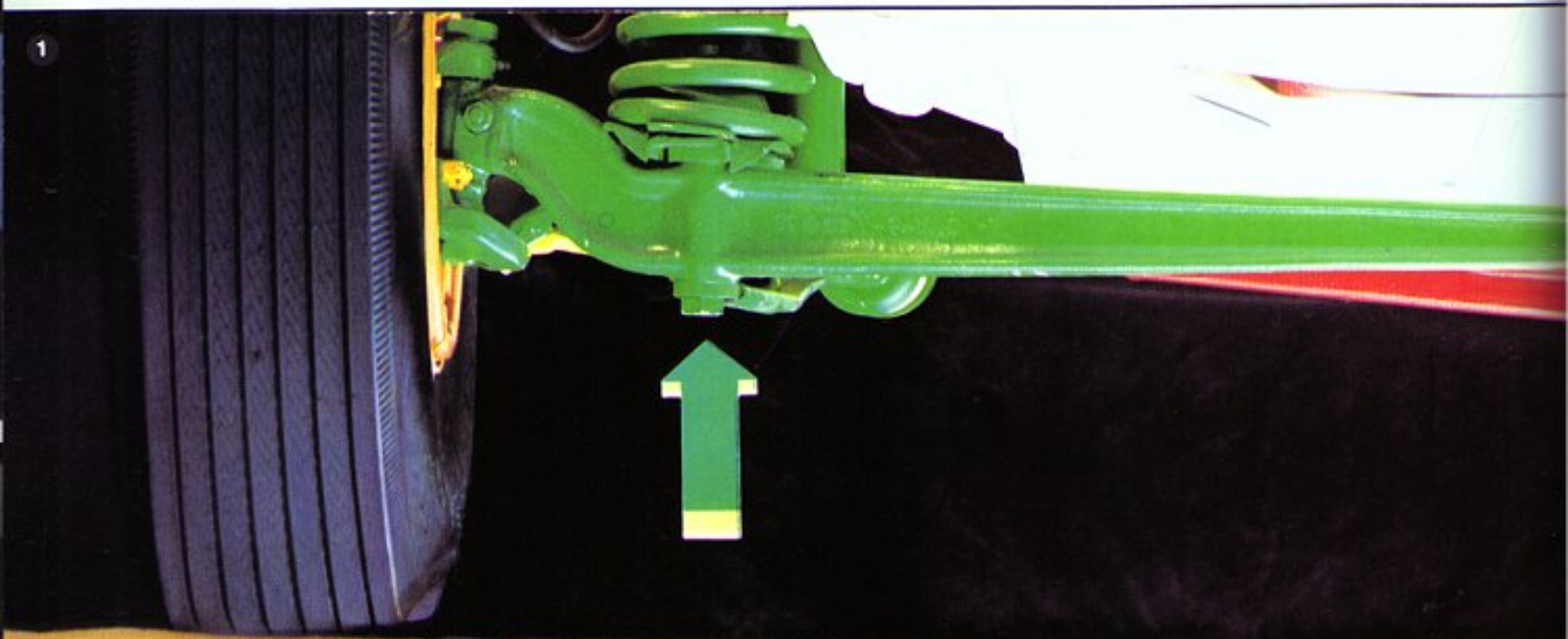
of the first gear allows smooth downshifting into low—without gear clash and without bringing truck to a complete stop. Driving is easier and gears last longer. Optional SelectShift Cruise-O-Matic gives you fully automatic or manual shifting. "Second hold" feature provides better control on hills. Manual 4-speeds are available for off-road work and heavy loads.

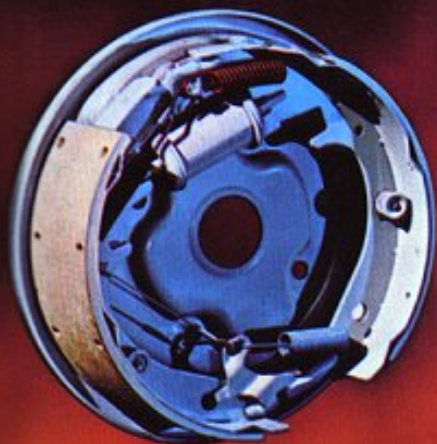
6. Durable driveshafts

feature big prop tubes of alloy steel that are dynamically balanced for smooth, quiet and vibration-free operation. Needle-bearing universal joints are equipped with convenient lubrication fittings for easy, low-cost maintenance. Rubber-mounted center bearing is a self-aligning type that is designed to be unaffected by frame flexing.

7. Strong leaf-type rear springs

are standard for durability and a smooth ride. The long, wide design of Ford's progressive leaf-type springs provides exceptional stability . . . reduces sway and roll with heavy or high loads such as campers. Flex-O-Matic suspension (F-250, and with extra-capacity springs on F-100) has a compensating spring shackle that automatically adjusts spring length and stiffness to load weight.

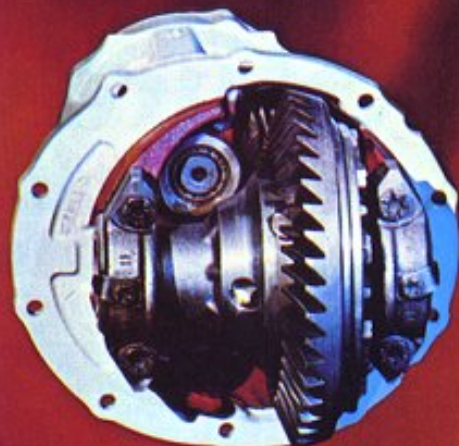




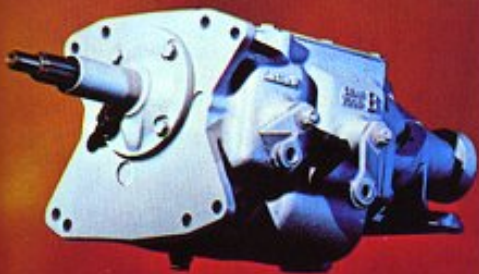
2



3



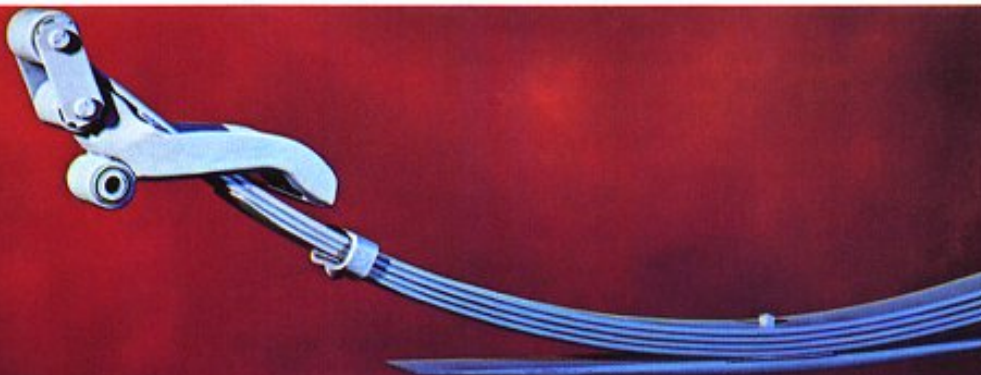
4



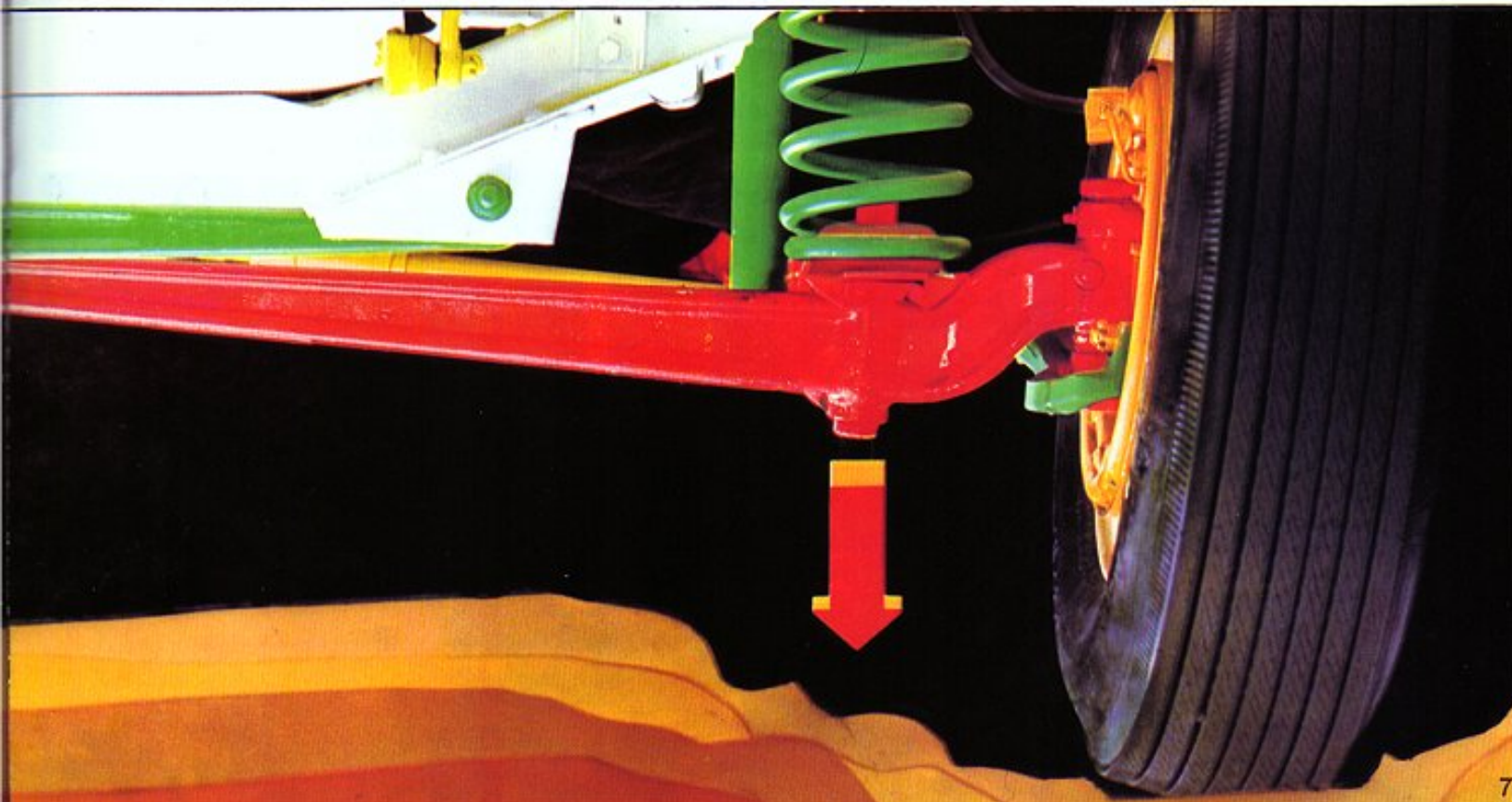
5



6



7

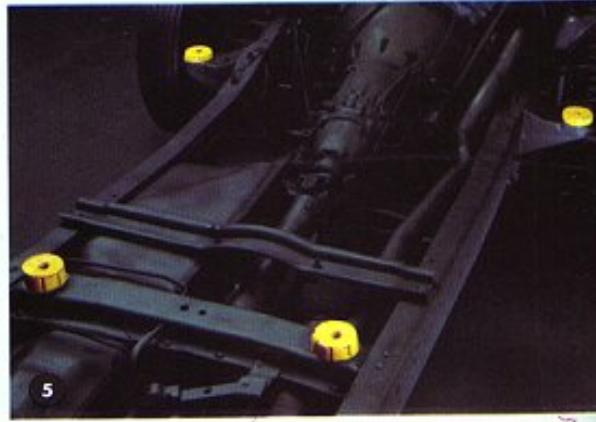
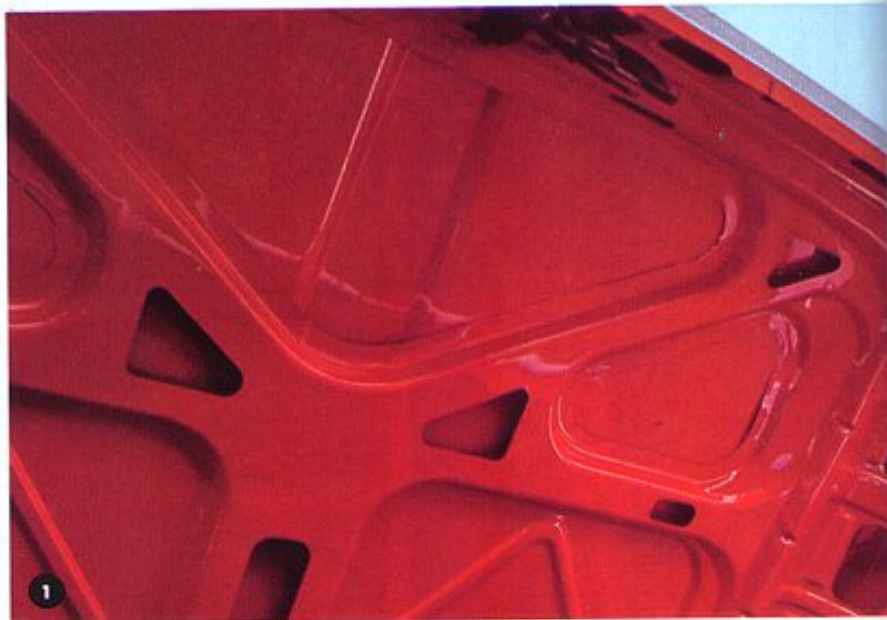


Sturdy heavy-gauge, double-wall strength

Ford builds extra strength, stamina and corrosion resistance into cab and body sheetmetal to give you long-lasting good looks and utility.

1. Double-wall hood sections virtually end annoying hood flutter and shake. Ford's hood is made of unique inner and outer panels welded into a strong, rigid unit. And a simple one-hand latch makes the hood very easy to open. **2. Double-wall side panels** give Ford Styleside pickup boxes greater strength. Inner panels protect exterior sheetmetal from the bumps and blows of shifting cargo. And the pickup box is welded to stay strong, quiet, resist working loose, and avoid rust-breeding spots. **3. Double-wall door strength.** Two sturdy, integral window frame and door panels are welded together forming a more solid door assembly with less rust- and rattle-breeding joints. Heavy, forged door hinges provide strong support for smooth, solid operation.

4. Double-wall tailgate supports a ton! Sturdy Styleside tailgate with hinged steel straps can hold a full ton. One easy pull on the convenient center latch and the tailgate drops down level with the cargo area floor for easy loading or unloading. **5. Four-point cab mounting system** (like the big trucks have) insulates the cab and driver from vibration and road shocks. Resilient rubber cab mounts contribute to a quiet ride and longer rattle-free cab life. **6. Chrome front bumper is standard!** Ford's front bumper is solid, heavy-gauge steel, carefully plated with gleaming chrome. Bumper is attractive and corrosion resistant.



Choice Stylesides, Flaresides, Stakes



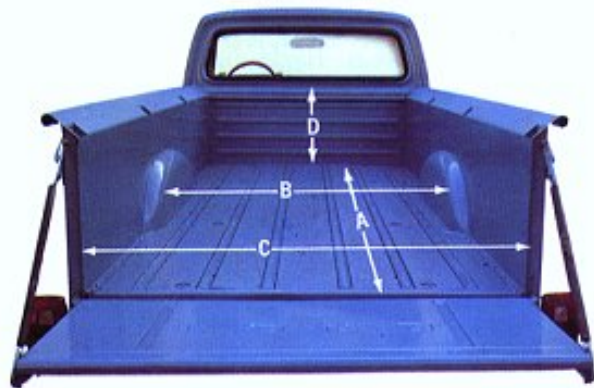
Styleside pickups, available in 6½- and 8-ft. lengths, have sleek body panels extending all the way forward to hug the rear cab corners. The pickup box features strong, double-wall side panel construction, a sturdy tailgate that can support a ton, wide-apart flattop wheelhousings, deep stake pockets, and an all-steel floor.



Platform-Stakes in 7½-, 9- and 12-ft. lengths, are designed for big, bulky loads. Floor frames are formed of steel cross sills riveted to steel siderails. Floorboards are interlocked with steel skid strips and corners are reinforced with steel brackets. Formed steel caps over the ends of the body sills act as bumpers against loading docks. Side boards and stakes are straight-grained hardwood on 7½-ft. body, steel stakes on longer bodies.

Chassis-Cab models are offered for mounting van and other special-purpose bodies. Frame rails are straight and parallel behind cab, except for a slight kickup over the rear axle, for easy body installation and low loading heights. Chassis-cowl and windshield models are also offered on F-350 Series. Chassis-windshield on F-250.

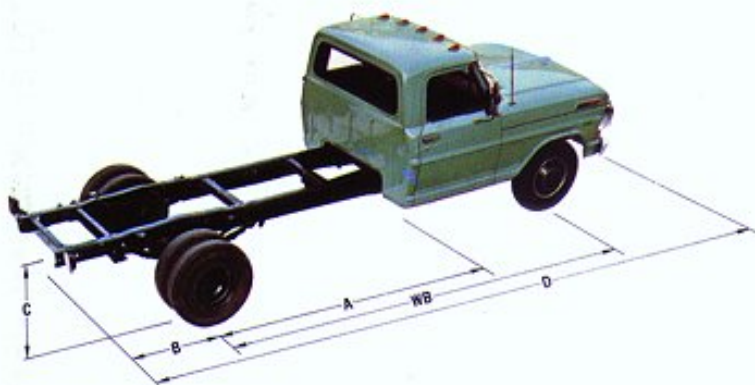
CHASSIS-CAB DIMENSIONS (in.)					
	F-100	F-250	F-350		
Wheelbase (WB)	115	131	131	135	159
Back of cab to rear axle (A)	40	56	56	60	84
Rear axle to end of frame (B)	36.8	40.6	40.6	38.5	47.5
Frame to ground ht.—empty (C)	26.2	26.9	27.7	27.6	27.2
Overall length (D)	182.5	202.3	202.3	204.2	237.2



Flareside pickups come in 6½-, 8- and 9-ft. lengths. Body construction includes running boards between cab and fenders for easy side loading, and seasoned hardwood floorboards with interlocked steel skid strips. Rubber-covered forged-steel chains support tailgate when open, toggle-type latches maintain tight seal when the tailgate is closed.

BODY AVAILABILITY AND CARGO AREA DIMENSIONS							
SERIES	Wheelbase (in.)	Nominal Cargo Box Length (ft.)	Inside Length (in.) (A)	Width Between Wheelhousings (in.) (B)	Tailgate Opening (in.) (C)	Inside Depth at Sides (in.) (D)	Cargo Cap'y (cu. ft.)
STYLESIDE PICKUPS							
F-100	115	6½	78.2	49.0	65.0	19.3	60.3*
F-250	131	8	98.2	49.0	65.0	19.3	76.4*
F-250	131	8	98.2	49.0	65.0	19.3	76.4*
FLARESIDE PICKUPS							
F-100	115	6½	77.9	49.0	49.0	20.3	45.0
F-250	131	8	96.0	48.4	54.0	22.1	65.4*
F-250	131	8	96.0	48.4	54.0	22.1	65.4*
F-350	135	9	108.1	48.4	54.0	22.1	74.0*
STAKE OR PLATFORM							
F-250	131	7½	90.0† 93.4†	—	73.7† 79.3†	28.3	—
F-350	135	9	106.0† 109.4†	—	82.1† 87.3†	31.2	—
F-350	159	12	142.0† 145.4†	—	82.1† 87.3†	42.0	—

*Allowance made for wheelhousings. †Stake. ‡Platform.



Fun Loving Camper Specials

Camping out is in! And more and more camping enthusiasts are finding that the best beginning for fun-filled weeks or weekends is a Ford Camper Special. Ford Camper Specials provide in one package all the basic components necessary for more economical and reliable transportation. Features include a convenient sliding rear window with an outer molding designed to accept a weather-seal boot around the communication opening between the cab and camper. The window is standard in

the F-250 Camper Special. Special wiring harness has 12-volt, 7-wire sealed cable for camper interior and exterior lighting. And Ford—America's recreation vehicle leader—offers a vast range of utility, comfort and convenience options (pages 14 and 15).

F-250 Camper Special is designed to carry popular 11-ft. slide-in or chassis-mounted campers. F-250's feature Ford's exclusive Flex-O-Matic leaf-spring rear suspension. This Ford better idea combines



Electric Power Pak. Optional 110/120 volt, 2500-watt Electric Power Pak provides electric current wherever you camp. Unit is driven by its own 5 1/2-hp air-cooled engine.



F-250 CAMPER SPECIAL

with famous Twin-I-Beam front suspension to give a smooth, yet stable, ride. Flex-O-Matic adjusts automatically to load or no-load conditions (see page 3), giving the same fine ride even when the camper body is removed.

F-350 Camper Special is available in Ford's broad choice of luxury levels from the Custom to Ranger XLT. Strong, smooth-riding, heavy-duty Twin-I-Beam front suspension standard. 135-inch wheelbase models handle up to 12-ft. campers. The long 159-inch wheelbase chassis-cab F-350 with dual rear wheels has GVW ratings up to 10,000 lb. for chassis-mounted cab-over campers up to 14 feet long.

F-250/350 CAMPER SPECIAL PACKAGE (Pickups & Chassis-Cabs)

Camper Special Package Includes:

- Sliding rear cab window (F-250 only)
- 70 amp-hr battery
- Oil pressure gauge
- Ammeter
- Bright 6" x 10" western long arm mirrors
- Extra cooling package
- Camper wiring harness*
- Dual electric horns (except with Power Pak)
- Rear shock absorbers for F-350
- "Camper Special" emblem

*Includes 12-volt 7-wire (identified) sealed cable with connectors for camper body interior and exterior lighting.

MINIMUM OPTIONAL EQUIPMENT REQUIRED

This chart shows the GVW and minimum equipment required for the Camper Special Package. The equipment shown does not necessarily represent the maximum equipment obtainable and in many cases additional optional equipment is available for maximum Camper loads and applications.

GVW (lb.)	F-250		F-350 (SR)	F-350 (DR)	
	6900	7500	8000	9000	10,000
Engine	300 Six or V-8		V-8	V-8	V-8
Transmission	4-Spd. or Cruise-O-Matic				
Alternator	55 Ampere		55 Ampere	55 Ampere	55 Ampere
Springs (lb.) Front	1175 w/Six; 1250 w/V-8				
Rear	1950*	2450	2400	3200	3200
Aux.	—	—	—	—	550
†Tires: Front	8.75x16.5 10PR#	8.75x16.5 10PR#	8.75x16.5 10PR#	8.00x16.5 8PR	8.00x16.5 8PR
Rear	8.75x16.5 10PR#	8.75x16.5 10PR#	8.75x16.5 10PR#	8.00x16.5 8PR	8.00x16.5 10PR
	or	or	or	or	or
Front	7.50x16 6PR	7.50x16 6PR	7.50x16 6PR	7.50x16 6PR	7.50x16 6PR
Rear	7.50x16 8PR	7.50x16 10PR	7.50x16 10PR	7.50x16 6PR	7.50x16 6PR
Max. Camper Length	11 ft. w/131" wb.		11 ft. w/135" wb. 12 ft. w/159" wb.	12 ft. w/135" wb. 14 ft. w/159" wb.	

*2450-lb. required for trailer towing. †Includes 12" x 2 1/2" brakes for F-250. Disc front brakes available F-250 and F-350. #9.50 x 16.5 8PR recommended. (SR)=Single rear wheels (DR)=Dual rear wheels



F-350 CAMPER SPECIAL



F-100 PICKUP WITH SHELL CAMPER

SLIDING REAR CAB WINDOW



Versatile Specials, 4x4's, Crew Cabs, Chassis-Cabs.

Choose the right truck for your particular job from Ford's long, strong line of specialized light-duty trucks. First in the list of special models is the **Ford Heavy Duty Special!** This complete job-ready package includes: heavy-duty front springs • heavy-duty battery • heavy-duty alternator • ammeter • oil pressure gauge • sturdy rear step bumper • dual bright Western swing-lock mirrors. Ford's Heavy Duty Special is available in F-100 and F-250 8-ft. Styleside pickups with maximum GVW's. **Ford F-Series 4 x 4's** are the sure way to get around on difficult job sites. They are designed and built with the ground clearance and sturdy components needed to tame tough terrain. Cardan universal joints at the front wheels provide an even flow of power to the wheels in all turning positions. Shifting from two- to four-wheel drive, without the need to stop or clutch, helps to maintain momentum to get you through the bad spots. Optional free-running front hubs improve fuel economy and reduce noise when operating in

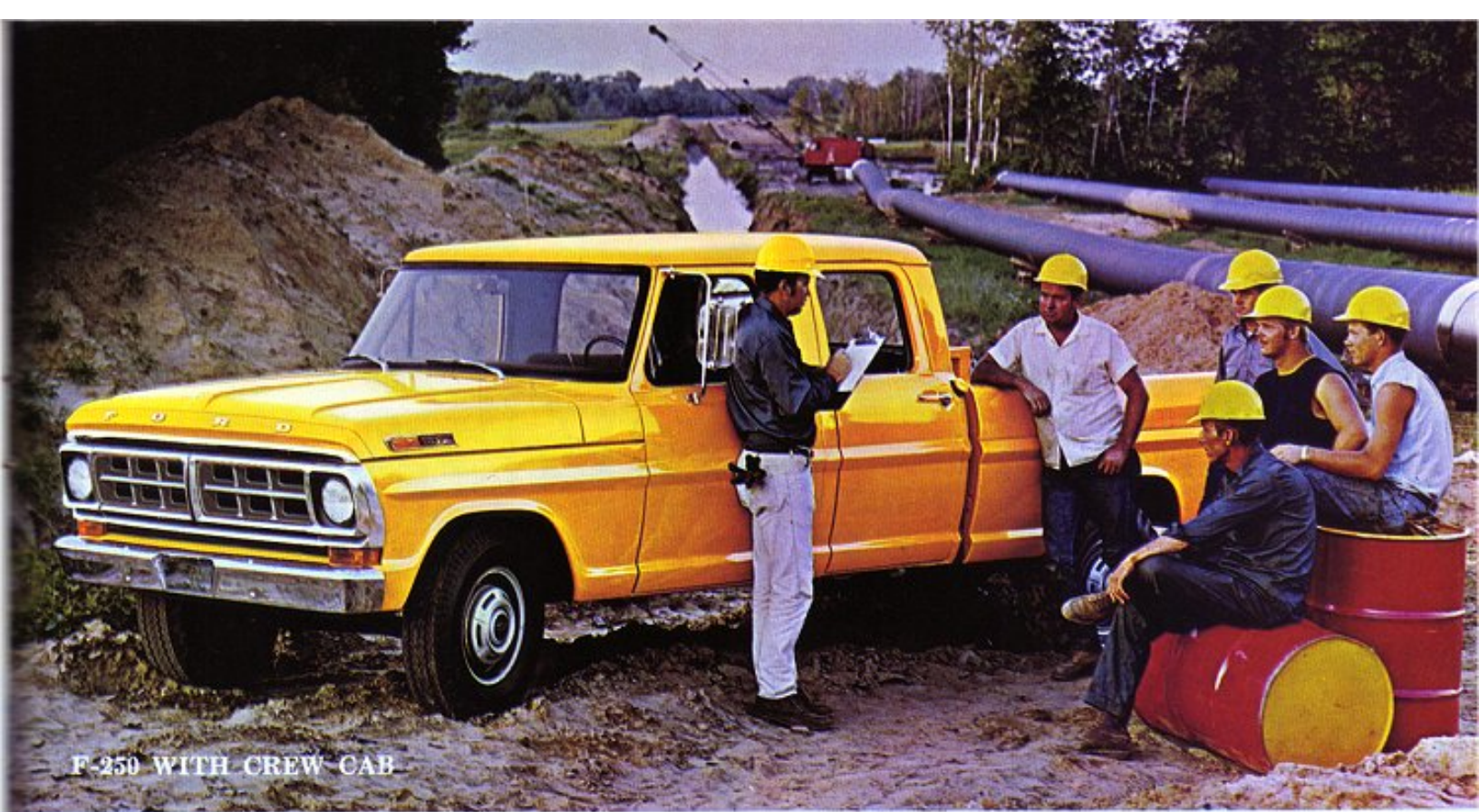
two-wheel drive. Ford 4 x 4's are available as Styleside and Flareside pickups and chassis-cabs. F-250's are also offered with stake bodies. F-600 4 x 4's are also available. **F-100 4 x 4** (max. GVW 5,600 lb.) has Ford's exclusive Mono-Beam front suspension with coil springs, forged radius rods and a steering linkage shock absorber for smooth, stable ride. Single-speed transfer case with 4-speed transmission is standard. **F-250 4 x 4** (max. GVW 7,700 lb.) has heavy-duty front suspension with long, resilient leaf springs and lubrication-free shackles. 2-speed transfer case and 3-speed transmission provide proper gearing for most operations; 4-speed transmission is optional. **Six-Man Crew Cabs** are available on Ford F-250 (4 x 2 and 4 x 4) F-350 and F-600 Series. Two comfortable, full-width seats accommodate six big men with ease. Bucket seats are available for "walk-thru" access to chassis-mounted campers. Four large doors allow quick and convenient entry and egress. Ford crew cabs

are offered with 6½- or 8-ft. Styleside and Flareside pickups, or as chassis-cabs with a wide choice of custom-tailoring options. **Big Ford F-350 dual rear tire chassis-cabs** are the largest trucks with Twin-I-Beam riding smoothness. Ford's heavy-duty Twin-I-Beam front axles provide a full 3800-lb. capacity. The F-350 offers a maximum GVW rating of 10,000 lb. Long 135- and 159-inch wheelbase (60- and 84-inch CA's) provide a choice of body lengths up to 12 feet (14-ft. cab-over campers).

The F-350's big truck capacity and low loading height make it a popular choice for 9- to 12-ft. stake or van bodies. Chassis-cowl or chassis-windshield models and 9-ft. Flareside pickups are also available. Ford F-350's are the hefty-hauling, smooth-riding way to speed deliveries or enjoy big camper-body recreation fun.



4 x 4 STYLESIDE PICKUP



F-250 WITH CREW CAB



F-350 WITH VAN BODY



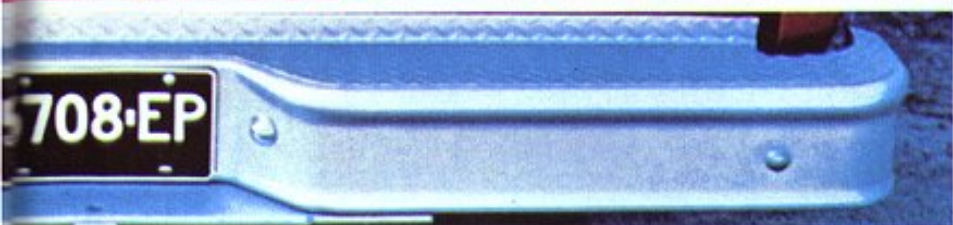
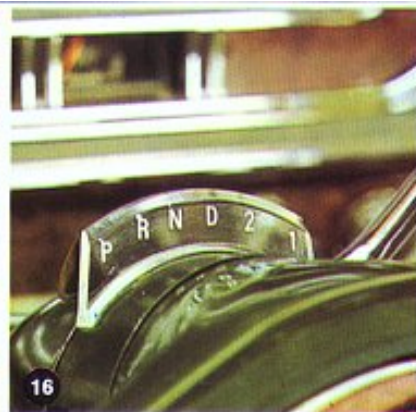
Options

Enjoy greater driving comfort and convenience . . . greater truck versatility and productivity by choosing from this wide range of useful Ford options.

1. Convenience group (standard on Ranger XLT) includes cargo area light, inside 12-inch day, night mirror, glove box door lock and an engine compartment light. **2. Remote-control outside mirror** for driver's door provides simple adjustment from

inside the cab. **3. Sliding rear window** is attractive, lockable and weather sealed. Center panes slide to provide a convenient 10 1/2" by 20" opening (standard on F-250 Camper Special). **4. Electric Power Pak**, a unique under-hood 2500-watt generator set, provides regular household power (110/120 volts) right on your job for electrical tools and camping equipment. Unit is driven by its own one-cylinder, electric-starting, 5.5-hp air-cooled engine. **5. Bucket seats** with foam-padded cushion and back add a car flair to Sport Custom, Ranger and Ranger XLT models. Attractive all-vinyl parchment seat trim. Carpeting and back panel

covering are included. **6. Mag-style** (see cover) or full wheel covers (left) are available for 15-inch wheels. **7. Body-mounted Styleside spare tire carrier** located inside the cargo box (right or left side). **Flareside spare tire carrier** is outside box and ahead of the left rear fender. **8. Western-type mirrors** are offered with long arm or swing-lock supports. **9. 25-gal. fuel tank** is frame-mounted and available in place of or in addition to the standard in-cab tank for a combined total of 44.5 gal. (21.5 gal. and 18.5 gal. capacity—40 gal. combined with fuel evaporative control system). **10. Rear step bumper** for Styleside pickup. **11. Lockable in-cab stowage compartment** behind the seat provides a convenient weatherproof area for tools, cameras, hunting



ENGINE SPECIFICATIONS	240 SIX	300 SIX	302 V-8	360 V-8	390 V-8
Max. Gross hp @ rpm	140 @ 4000	165 @ 3600	205 @ 4600	215 @ 4400	255 @ 4400
Max. Gross Torque (lbs-ft @ rpm)	230 @ 2200	294 @ 2000	300 @ 2600	327 @ 2600	376 @ 2600
Bore and Stroke (in.)	4.0 x 3.18	4.0 x 3.98	4.0 x 3.0	4.05 x 3.50	4.05 x 3.78
Compression Ratio (to 1)	8.9	8.6	8.6	8.4	8.6

equipment. Lower section is divided by a partition that may be removed to give a single 64-inch-wide area. Requires optional frame-mounted fuel tank in place of in-cab tank. **12. Air conditioner** includes standard fresh air heater in an integral unit to give year-round comfort. Unit dehumidifies and can cool the cab to a comfortable 75° on a scorching 110° day. **13. Black textured painted roof** includes bright belt and drip moldings. **14. Push-button AM/FM stereo solid-state radio** with speakers in doors, or AM radio. **15. Tool storage box** for 8-ft. Stylesides is located in right pickup box skirt. Flush-mounted door with lock. **16. SelectShift Cruise-O-Matic** gives both fully automatic and manual shifting. "Second Hold" feature permits better control going up or down hills.

Other popular options include: Power steering (N.A. 4 x 4's) • Power front disc brakes (F-250 4 x 2 and F-350) • Power brakes (F-100 4 x 2) • Ammeter and oil pressure gauge • Styleside body moldings • Bright hub caps for 4 x 2 models with single rear wheels • Chrome contour rear bumper for Styleside • Painted channel rear bumper for Flaresides • Tinted glass all around • Shoulder harness • Dual electric horns • Heavy-duty black vinyl seat trim • Free-running front hubs for 4 x 4's • Oil-bath engine air cleaner. **Dealer-installed Autolite Accessories** include: Tonneau cover in black (8-ft. Stylesides) • Bright box rails (8-ft. Stylesides) • Front bumper guards • Trailer hitches. See your Ford Dealer for accessory information.

Performance proven Ford Engines

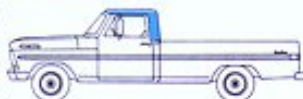
The Ford V-8 performance lineup begins with the low-cost 302-cu. in. V-8 (F-100) that's extra easy on gas, and goes up to the big 360- and 390-cu. in. V-8's. These proven performance leaders provide sure pulling power and spirited response. Also offered for outstanding economy is the big 300-cu. in. Six. Specifications for these engines, as well as the 240-cu. in. standard Six, are listed in the chart above. All Ford pickup engines can use 91-octane regular gasoline and have a thermostatically controlled hot and cold air intake system for quicker warm-ups and greater efficiency.

Ford's Diamond Lustre Paint and Two-Tone Options

Standard Colors: Raven Black, Wimbledon White, Mallard Green, Boxwood Green, Seafoam Green, Calypso Coral, Candy-apple Red, Regis Red, Mojave Tan, Prairie Yellow, Diamond Blue, Swiss Aqua, Sky View Blue, Bahama Blue, Chrome Yellow, Pure White.

A total of 54 different two-tones for chassis-cabs are obtained by using all the standard colors *except* Chrome Yellow and Pure White. Wimbledon White may be used as the accent color for all other colors *except* Diamond Blue. Raven Black may be used for all *except* Diamond, Sky View and Bahama Blue. Consult your Ford Dealer for the other accent color combinations as well as the 162 different ways the Styleside models may be painted. Two-tone applications are as follows:

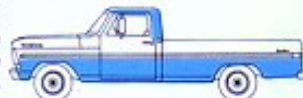
Regular: The accent color is applied to the roof and upper back panel with a belt line molding from door to door around back of cab.



Deluxe (Styleside pickups only): The accent color is applied to the area below the body side and lower tailgate moldings which are included in this option.



Combination (Stylesides only): Regular and Deluxe two-tone options are combined with the accent color applied as specified above for these two options.



A GUIDE TO PICKUP PAYLOADS*

Box length	Desired load (including driver and passengers)	Model	Required rear springs	Minimum tires required	GVW ratings (lb.)
6½ ft.	1025 lb.	F-100	950 lb.	G78-15 B (4PR)	4500
	1475 lb.	F-100	1250 lb.	G78-15 D (8PR)	5000†
8 ft.	900 lb.	F-100	950 lb.	G78-15 B (4PR)	4500
	1350 lb.	F-100	1250 lb.	G78-15 D (8PR)	5000†
	2300 lb.	F-250	1650 lb.	8.00 x 16.5 8PR	6100
	3050 lb.	F-250	1950 lb.	8.00 x 16.5 10PR	6900
	3600 lb.	F-250	2450 lb.	8.75 x 16.5 10PR	7500
9 ft.	2450 lb.	F-350	1700 lb.	8.00 x 16.5 8 PR	6600
	3750 lb.	F-350	2400 lb.	8.75 x 16.5 10PR	8000

Up to 6075-lb. body and payload allowances are available in Ford F-350 dual rear wheel models with a maximum GVW of 10,000 pounds.

*Rear spring and tire size requirements are the minimum components needed for rated payloads. Additional heavy-duty components or some of the various performance or convenience options (V-8 engines, automatic transmission, air conditioner) may be desirable for your job. The extra weight of any added components reduces payload accordingly. For Platform-Stake and 4 x 4 payloads and further assistance in selecting the right vehicle and equipment for your needs—see your Ford Dealer. †Power brakes required.

Specifications

EQUIPMENT	F-100	F-250	F-350	F-100 (4 x 4)	F-250 (4 x 4)
Maximum GVW	5000 lb.	7500 lb.	10,000 lb.*	5600 lb.	7700 lb.
Axle, Front: Type	Twin-I-Beam	Twin-I-Beam	Twin-I-Beam	Full-floating, Drive	Full-floating, Drive
Capacity	2750 lb.	3000 lb.	3800 lb.	3000 lb.	3000 lb.
Optional Capacity	—	—	—	—	3500 lb.
Axle, Rear: Capacity	3300 lb.	5200 lb.	7400 lb.	3300 lb.	5200 lb.
Ratios (to 1)**	3.70, 3.00, 3.25, 3.50, 4.11	4.10, 3.54, 3.73, 4.56	4.56, 3.73, 4.10, 4.88	3.70, 3.50, 4.11	4.10
Optional Limited-Slip Diff. Capacity	3300 or 3600 lb.	5200 lb.	7400 lb.	3600 lb.	5200 lb.
Ratios (to 1)**	3.30—3.25, 3.70 3600—3.50, 4.09	3.54, 3.73, 4.10	4.10	3.50, 4.09	4.10
Brakes, Service: (Self-adjusting) Front	11½" x 3"	12¾" x 2"	12" x 3"	11" x 2"	12¾" x 2"
Rear	11½" x 2¾"	12¾" x 2"	12" x 3"	11½" x 2¾"	12" x 2¾"
Power (Vacuum Booster)	9" dia. Opt.	9" dia. Std.	8.8" dia. Std.	—	—
Optional Brake Size	—	12" x 2½"†, Front Disc*	Front Disc	—	—
Clutch: Dia. (in.)—Area (sq. in.)	11—123.7‡	11—123.7‡	11—123.7‡	11—123.7	11—123.7
Electrical: 12-Volt Battery	54 plates—45 amp-hr	54 plates—45 amp-hr	54 plates—45 amp-hr	54 plates—45 amp-hr	54 plates—45 amp-hr
Optional Battery	66 plates—70 amp-hr	66 plates—70 amp-hr	66 plates—70 amp-hr	66 plates—70 amp-hr	66 plates—70 amp-hr
Std. Alternator	38 amp., 570 watt	38 amp., 570 watt	42 amp., 630 watt	38 amp., 570 watt	38 amp., 570 watt
Opt. Alternator	42, 55 or 65 amp.	42, 55 or 65 amp.	55 or 65 amp.	42, 55 or 65 amp.	42, 55 or 65 amp.
Engine: Displacement	240 Six	240 Six	240 Six	240 Six	240 Six
Optional	300 Six, 302 V-8, 360 V-8, 390 V-8	300 Six, 360 V-8, 390 V-8	300 Six, 360 V-8, 390 V-8	300 Six, 360 V-8	300 Six, 360 V-8
Frame: Section Modulus (Short wb.)	2.98	3.89	5.58	3.71	5.58
(Long wb.)	3.06	—	7.84	4.14	—
Shock Absorbers: (Double-acting)	Front & Rear	Front & Rear	Front	Front & Rear	Front & Rear
Optional	HD Front & Rear	HD Front & Rear	Rear, HD Front	HD Front & Rear	HD Front & Rear
Springs, Front: Cap'y. (lb.) (w/Sixes—w/V-8's)	1055—1175	1055—1175	1365—1455	1125—1250	1200—1200
Optional	1175—1250	1175—1250	—	—	—
Springs, Rear: Capacity (w/ Pad (lb.))	950	Flex-O-Matic 1650	1700	1250	1700
Optional Main	Flex-O-Matic 1250, 1650	Flex-O-Matic 1950, 2450	2420, 3200	1650	2400
Optional Auxiliary	420, 365	420	550, 900	—	550
Steering: Type	Recirculating Ball	Recirculating Ball	Recirculating Ball	Worm & Roller	Worm & Roller
Optional	Integral Power	Integral Power	Integral Power	—	—
Transfer Case: Type	—	—	—	1-Speed	2-Speed
Transmission: Type	3-Speed Fully Synchronized	3-Speed Fully Synchronized	4-Speed	4-Speed	3-Speed
Optional	4-Speed† & Cruise-O-Matic	4-Speed & Cruise-O-Matic	Cruise-O-Matic	—	4-Speed
Wheels: Type—Rim size (Standard)	(5) 5-hole—5.5K	(4) 8-hole—6.0	(4) 8-hole—6.0	(5) 5-hole—5.5K	(4) 8-hole—6.0
Tires: Tubeless	G78-15 B(4PR) PT	8.00 x 16.5 8PR	8.00 x 16.5 8PR	G78-15 B (4PR)PT	8.00 x 16.5 8PR
Optional	Both tubeless and tube-type in sizes to match GVW requirements				

*8000 lb. w/single rear tires. †Included w/390 V-8. ‡3-speed w/Overdrive available F-100. §11½" dia. clutch incl. w/390 V-8. *Includes 12" x 2½" rear brakes and 8.8" booster.
**See your Ford Dealer for ratio availability. †PT=passenger type—all others are truck-type tires. Use adequate tires for loads and type of service. Consult your Ford Dealer.

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford Motor Company reserves the right to discontinue models at any time or change specifications or design without notice and without incurring obligation. Specifications are applicable to units sold in the United States, its territories and possessions and may vary outside these areas. Some of the vehicle colors and paint combinations illustrated are special order options only. All options and accessories illustrated or referred to as optional or available in this publication are at extra cost. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

FORD TRUCKS

