

FORD PICKUPS '75



'75 FORD PICKUPS

TOUGH AND THRIFTY

The closer you look, the better we look... and the '75 Ford gives you more than ever to take a closer look at! In addition to the regular pickup, you should look into SuperCab pickups and new F-150 Heavy-Duty ½-tonners.

Choice of cabs. Regular Cab... the roomy 3-passenger pickup with full-width front seat and in-cab storage space behind the seat.

SuperCab... the double-duty 2-door pickup that can seat a family of six. SuperCab provides 44 cu. ft. of in-cab cargo area behind the front seat, optional rear bench seat or jump seats.

Crew Cab... the 4-door pickup that seats 6 big adults.

Choice of luxurious comfort. All Ford pickups—Regular Cab, SuperCab and Crew Cab—are spacious and comfortable with a seven-inch-thick full-foam front seat cushion standard. Ford pickups are available as value-packed Customs, distinctive Rangers and top-of-the-line Ranger XLT's. Whichever model you choose, a gleaming bright grille and front bumper are standard. Ford's exclusive Twin-I-Beam front suspension is also standard. It provides structural strength and smooth riding comfort.

Choice of engines. The thrifty 300-cu. in. Six is now standard in most series, and you have a wide choice of V-8's ranging from the 302—the smallest V-8 any pickup offers—up to 460 cubic inches (see page 15). All F-100 Series engines feature "breakerless" Solid State Ignition system—standard. And radial ply tires are available in most sizes across the Ford line.

Choice of 4 x 4's.

Four-wheel drive is available on the F-100 and F-250. Key options include full-time four-wheel drive with SelectShift Cruise-O-Matic transmission. You get a strong, silent chain-drive type two-speed transfer case and constant 4 x 4 traction.

Choice of options. Ford offers a wide range of options to meet your needs. See pages 14 and 15.

Choice of series and bodies. Ford light-duty trucks are offered in four series—F-100, F-150, F-250 and F-350—with GVW's up to 10,000 pounds. They are available in Styleside and Flareside pickups, Chassis-Cabs and Stakes. Complete cab and body availability by series and GVW's are shown on pages 10 and 11.

Recreation vehicles—like the 140-in. wb. Super Camper Special pickup—are shown on pages 12 and 13.

FUEL CHART

| SERIES | GVW RANGE | USABLE FUEL |
|--------|--------------------|-----------------------|
| F-100 | 4650 to 5700 lb. | Non-Leaded |
| F-150 | 6050 lb. | Regular or Non-Leaded |
| F-250 | 6200 to 8100 lb. | Regular or Non-Leaded |
| F-350 | 6600 to 10,000 lb. | Regular or Non-Leaded |

ILLUSTRATIONS: Custom has optional 4-wheel drive, sliding rear window, cab clearance lights, bodyside moldings, rear step bumper and bright western mirrors. Ranger XLT has optional whitewall tires and rear bumper. Ranger XLT SuperCab has optional Tu-Tone paint, whitewall tires, rear bumper, flip-open side windows and radio. Custom Crew Cab has radio and low-mount Swing-Lok mirrors.



Custom Regular Cab with 4-wheel drive



Ranger XLT 2-door Regular Cab



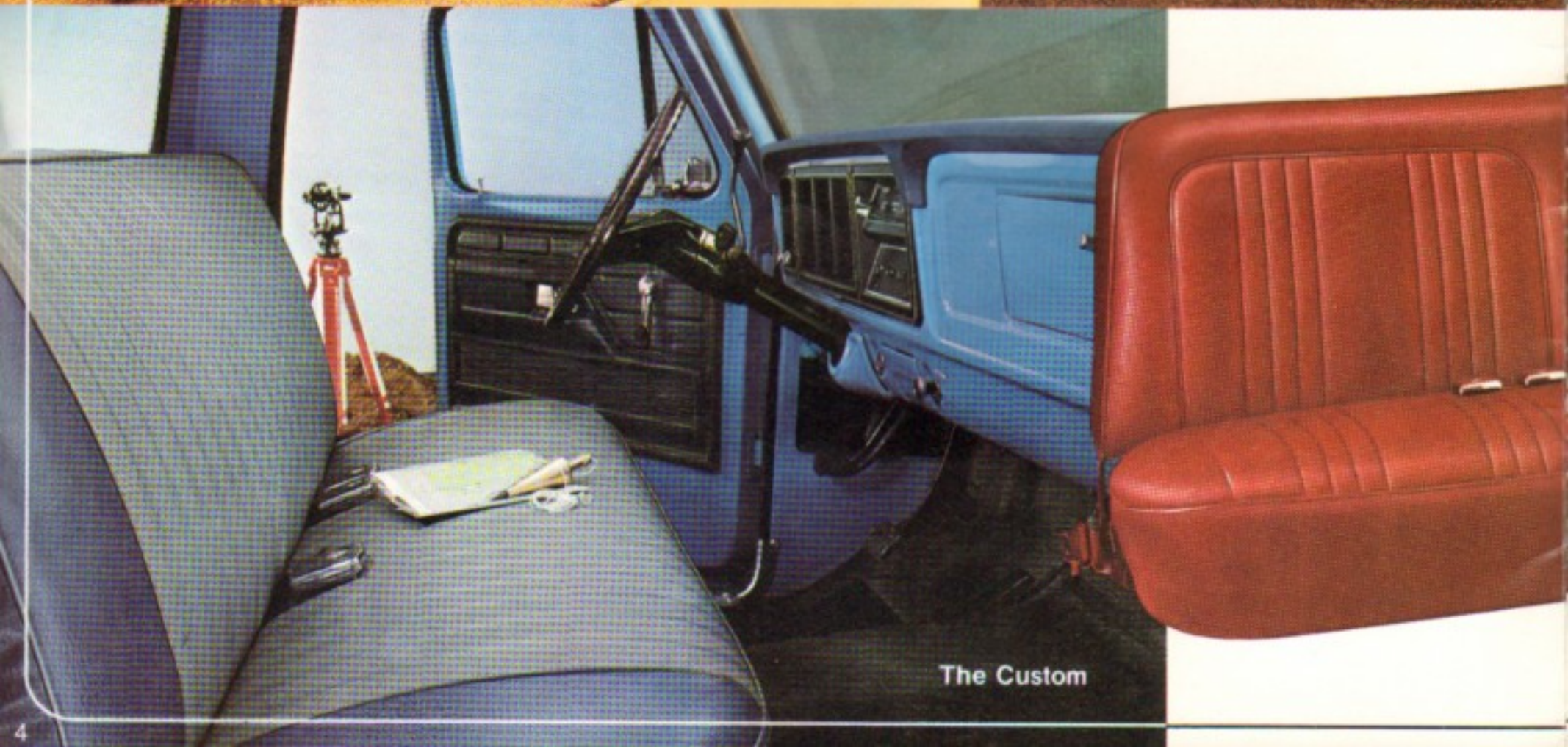
Ranger XLT 2-door SuperCab



Custom with 4-door Crew Cab



The Ranger XLT



The Custom

LONG-WEARING LUXURY

Ford Regular, SuperCab and Crew Cab pickup interiors provide spaciousness, comfort and quiet. On most models, the gas tank is mounted outside the cab between the frame rails. The result? The cab is quieter than ever and you gain room. The big, roomy Ford cabs also provide for storage behind the seat in Regular Cabs. The seat has five inches (four inches Crew Cab) of fore-or-aft front seat travel to accommodate tall or short drivers. The full-width seat holds three big adults with plenty of hip and shoulder room. And seven inches of soft, resilient foam in the seat cushion plus five inches in the seat back provide solid seating comfort. Seats are covered with attractive, long-wearing upholstery. Doors are finished with handsome molded panels with integral armrests. And Ford interiors are carefully color-coordinated with exterior paint colors. Roomy Ford cabs are extra quiet, too, because of special insulation designed to reduce noise.



Custom trim level is standard, and features deluxe fresh air heater/defroster (high-output heater with SuperCab) • energy-absorbing sun visors and instrument panel padding • instrument cluster with green backlighting • keyless locking doors • color-keyed molded door panels with integral armrests and paddle-type door handles • seat belts • windshield washers • two-speed windshield wipers

• dome light with door courtesy light switches • ash tray • large glove compartment with push-button latch • sponge-grain headlining • black rubber floor mat • door scuff



The Ranger

Ranger XLT interior shown with optional air conditioner, SelectShift Cruise-O-Matic transmission and radio. Custom interior shown with optional SelectShift Cruise-O-Matic transmission, radio and convenience group.

plates • black, red, blue or green vinyl seat trim.

Pickups have 10-inch day/night rearview mirror,

LH and RH bright-metal exterior mirrors • taillights with integral stop, turn, backup lights and reflector • hub caps (except 4 x 4's without full-time drive).

Ranger interiors include (in addition to or in place of Custom features) color-keyed Super-soft vinyl seat upholstery in black, red (except SuperCab), blue, green or ginger • instrument panel molding with black accent • color-keyed door panels with bright moldings • shoulder-high vinyl bolster around rear area (SuperCab) • additional insulation • color-keyed perforated headlining (insulated) with bright molding • color-keyed wall-to-wall nylon carpeting • black steering wheel with simulated woodgrain insert • color-keyed sun visors • cigarette lighter • two courtesy lights (SuperCab). Exteriors feature bright moldings on windshield, rear window, rear quarter windows (SuperCab) and roof drip rails • bright wheel lip moldings • bright hub caps (except 4 x 4 option and dual-rear wheel units). Styleside pickups also include bright bodyside moldings with vinyl insert • bright tailgate moldings top and bottom and bright tail-light bezels. Ranger trim not available Crew Cab.

Ranger XLT interiors offer (in addition to or in place of Ranger items) deluxe color-keyed, long-wearing cloth and vinyl seat upholstery (Super-soft vinyl is a no-cost option) • color-keyed pleated padded upper door panels with simulated woodgrain accented moldings and map pocket lower panels • color-keyed wall-to-wall cut-pile nylon carpeting (including rear storage area) • bright instrument panel molding with simulated woodgrain insert • bright seat-pivot covers • additional insulation • convenience group (cargo, engine, glove compartment, ash tray and courtesy lights, glove compartment lock and inside 12-in. day/night mirror) • color-keyed vinyl headlining (with special insulation) and sun visors. Exteriors feature bright wheel covers (15" or 16.5" wheels except 4 x 4's). Styleside pickup includes upper tailgate applique panel and molding • aluminum tailgate applique panel.

New **Custom Decor Group** is available for Custom pickups (Regular and SuperCab). This option includes knitted vinyl seat trim in black, red, blue, green or ginger • color-keyed floor mats with insulation • bright moldings around windshield and rear window • bright drip rail moldings • bright hub caps (except F-100 4 x 4's).

COMFORT & CONVENIENCE

The closer you look, the better we look . . . just slip behind the wheel and look about. Observe all of the quality features and convenient controls. Work them and see how carefully everything is designed and positioned for your driving convenience. All controls are fully lighted, easy to see and use.

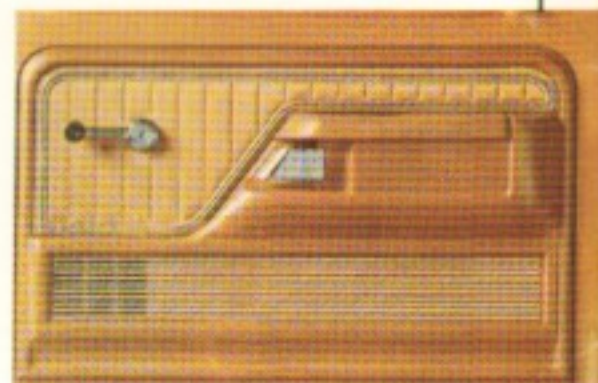
A modern, efficient blend-air type heater is standard (optional high-output heater is standard with SuperCab). This heater offers precise temperature control and excellent heat output mixed with fresh air as desired. Optional air conditioning is integrally designed and concealed behind the instrument panel. The compact air conditioner does not even reduce the size of the large glove compartment. You'll enjoy a smart looking interior with plenty of stretch-out spaciousness.

Observe the optional new *Low Fuel Economy Warning Light* on the instrument panel that signals you when low-engine vacuum is robbing your fuel. And on the steering wheel horn bar, notice the *new Speed Control* that allows you to effortlessly maintain a constant speed on those long trips. It's optional with 460-cu. in. V-8.

Color-keyed, molded door trim panels have integral armrests and convenient paddle-type door handles designed right in. *Window regulators are low-effort car-type* for easy, reliable operation.

Even on Regular Cabs, you'll find a large in-cab storage area. This handy area is the result of having the gas tank moved outside (on most models) leaving additional in-cab space. A storage area that's 5½-ft. wide, and can hold a variety of things like tool boxes, suitcases or golf bags within the lockable cab.

Outside, look over the door. You'll find a *drip molding*—standard on every Ford Pickup—designed to discourage those pesky window leaks that all-to-often occur on cabs without drip moldings. And try Ford's *one-hand tailgate latch*. See how easy it is to open and close the sturdy double-wall tailgate.



Ranger XLT instrument panel shown with optional air conditioner, SelectShift Cruise-O-Matic and push-button radio.



SUPERCAB VERSATILITY



Now you can have a two-door pickup that seats the whole family . . . even a family of six! Ford's family-duty SuperCab is spacious enough for a full-width back seat. SuperCab makes a big difference in interior carrying capacity, too, with 44 cu. ft. of cargo space behind the front seat. Camping gear or tools fit easily on the 5½-ft. wide by 2-ft. long rear floor.

If you want to carry both cargo and people, you have a choice of optional arrangements. You can pick Ford's exclusive full-width rear seat that folds down to provide a flat, steel floor for cargo. Or, Ford offers two facing jump seats that fold out of the way to clear the rear area for cargo. Ford jump seats have foam-padded seat backs as well as cushions.

The standard front seat with seven inches of foam padding provides room for three big adults. Seat back design allows easy access to the rear compartment from either side. Large 15 x 15-inch rear side windows are standard. Flip-open windows are optional.

SuperCabs come with 6¾ or 8-ft. Styleside pickup boxes or as chassis-cabs in F-100 through F-350 Series. GVW's range up to 9,300 lb. for heavy loads like slide-in or frame-mounted campers. Gross Combination Weights go up to 15,000 lb. for fifth-wheel trailers and 18,000 lb. for conventional trailers.

3 WAYS YOU CAN USE FORD'S EXTRA ROOM



1. Foam-padded full-width rear seat (optional) folds flat for cargo with durable steel back to make load floor.

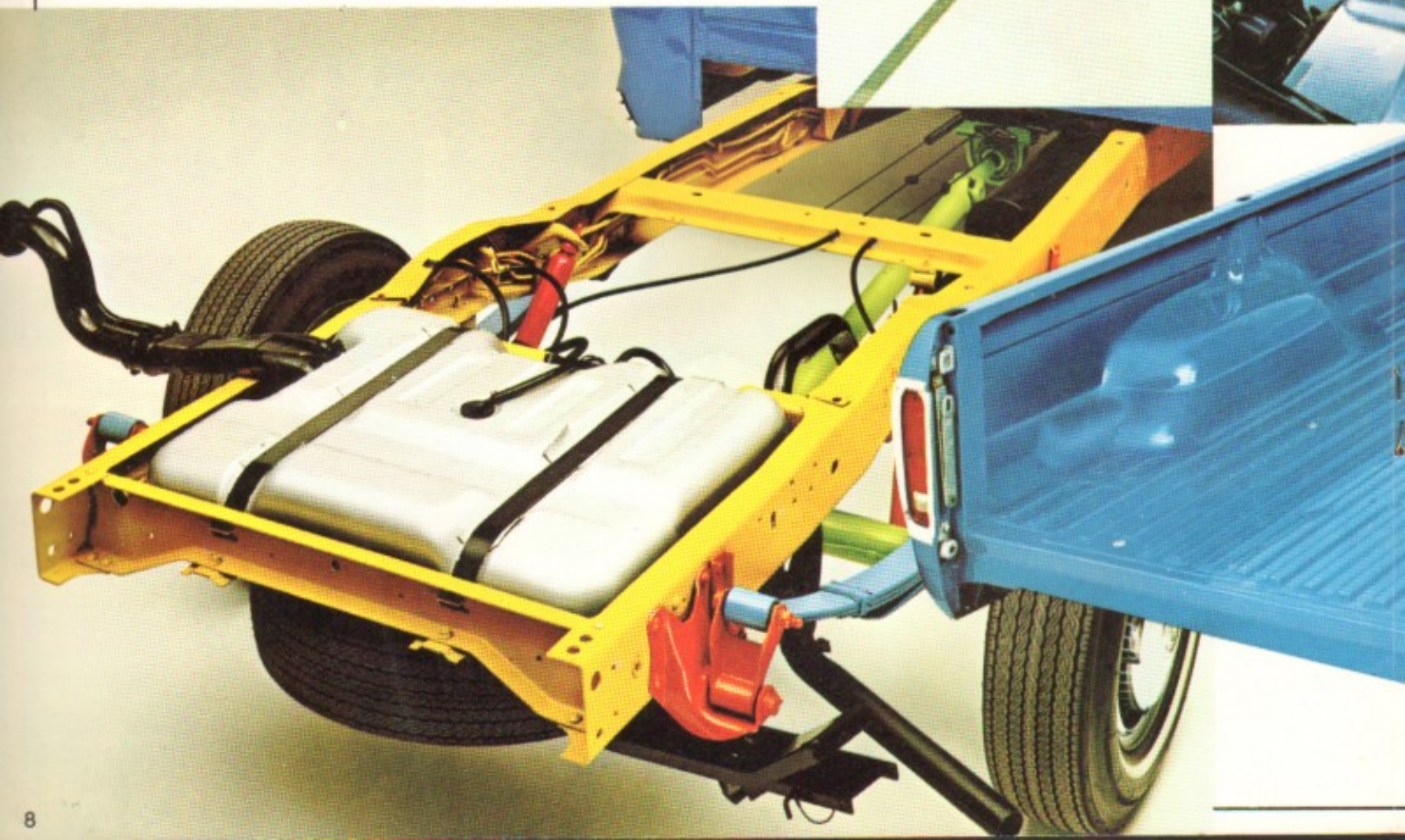
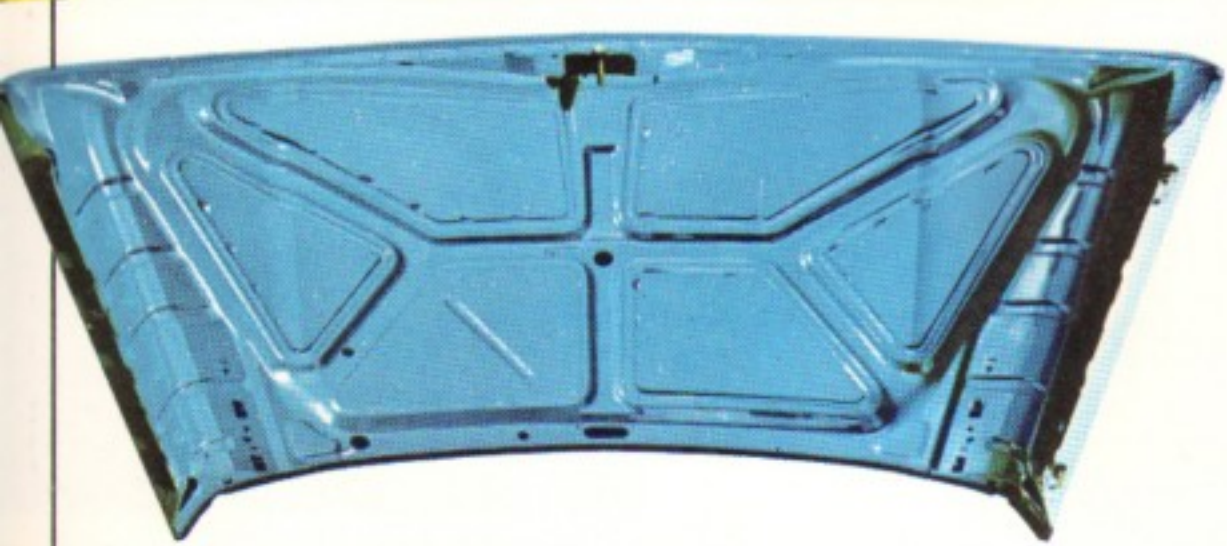
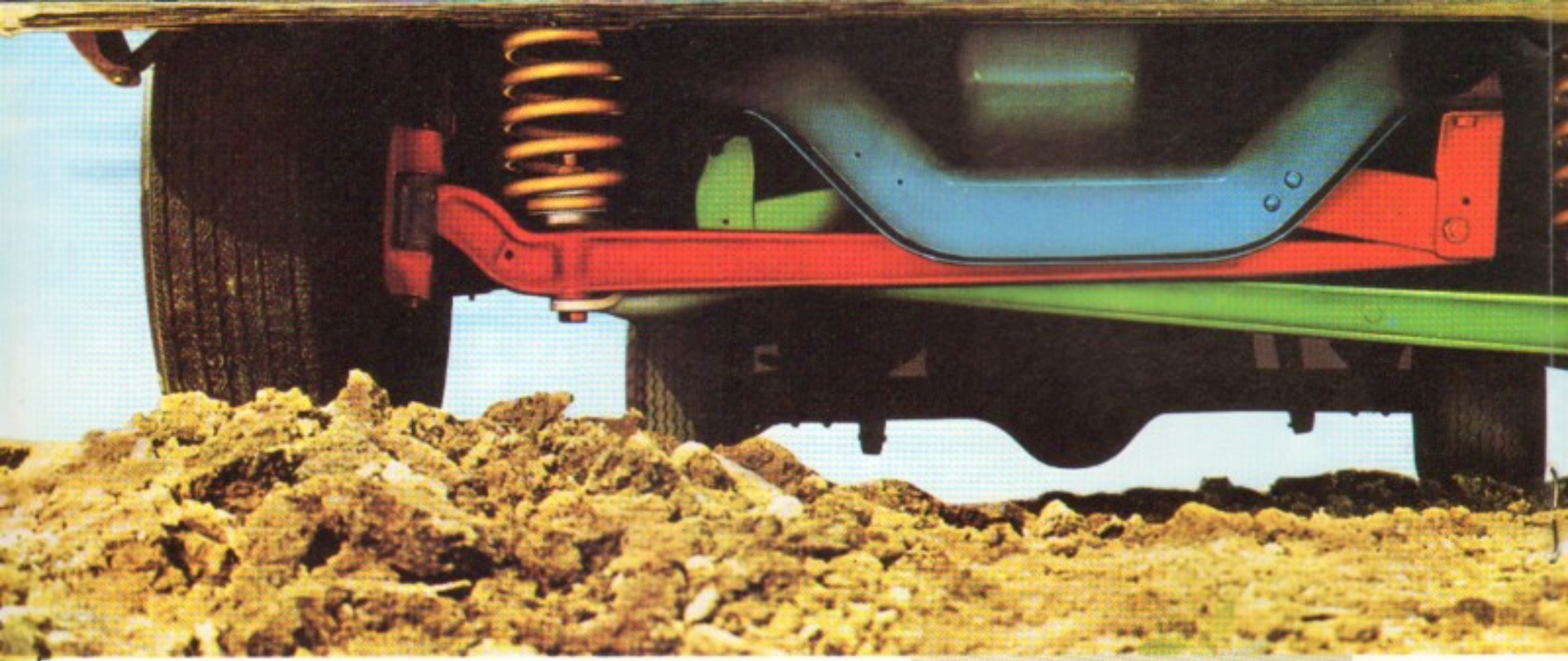


2. Jump seats (optional) have foam-padded cushion and back, fold out of the way quickly when not in use to clear the floor.



3. Big 44-cu. ft. cargo space is easy to reach from either side behind the split-back seat.







RUGGED & DURABLE

Famous Twin-I-Beam independent front suspension remains an exclusive Ford feature for both ruggedness and ride. Each front wheel has its own forged I-beam axle with big coil spring to step over bumps independently to cushion the ride. Twin-I-Beam suspension also contributes to good cornering, provides a solid, firm "command" feeling. No caster or camber adjustments are needed because this simple, sturdy suspension has caster and camber angles built in structurally and maintained by forged-steel I-beams. You get a smooth ride and responsive

handling—plus the strength and durability of two forged I-beam axles. Complementing the suspension system, Ford's long wheelbase also helps provide a smooth pickup ride. The wheelbase for Ford's most popular Styleside body is 133 inches long. A long wheelbase acts to space out the bumps and give the suspension system a better opportunity to absorb and dampen shocks . . . providing a solid, smooth ride.

The F-350 Super Camper Special and F-350 Styleside pickups both feature an 8-ft. box on 140-in. wheelbase. Their long wheelbase with regular 8-ft. box length puts a greater portion of the cargo box *ahead* of the rear axle, shortens the rear overhang and provides excellent load weight distribution with heavy camper bodies.

The F-100 and F-150 give you a comfortable ride in a tough pickup truck. In addition to the other Ford features already covered, these pickups have long and 2½-inch-wide rear leaf springs for easy going—especially when riding empty or with a light load. And soft-riding tires up to L78-15 in size are available—including HR78-15 steel-belted radials. Steel-belted radials hold the road, provide excellent cornering and braking on wet pavement.

The massive Ford hood has double-wall sections and bridgelike construction for both strength and stiffness. The inner and outer panels are welded into a single rigid hood unit that minimizes vibration or flutter. Sturdy galvanized front fender aprons, pickup box inner panels and double-wall door and tailgate construction are other examples of Ford's strong, durable construction.

Wide-track stability gives Ford pickups a firm, steady stance and road holding ability. Tread width measures over 64 inches, and with front and rear tire tread widths practically equal (as illustrated at left), wheel tracking is even. Front and rear stabilizer bars are included in the Camper Special Package and are standard on the Ford Super Camper Special pickup for great resistance to roll.

Sturdy frames. F-100 through F-250 frames are extra wide from the cab on back providing a strong, stable foundation for the big Styleside pickup box. Sturdy frame siderails are up to 8-in. deep. On most models, the fuel tank is mounted within husky frame siderails under the pickup bed. **Long, wide progressive rear leaf springs** adjust to load conditions for a good ride—light or loaded. Leaf springs also provide control over lateral axle motion and absorption of driving and braking forces.

The Styleside body is built strong. Double-sidewall cargo box is only the beginning. Ford's design utilizes a single strong sheet of steel to form each outer wall. This construction eliminates the complex joining of the three separate pieces that it replaced, thereby reducing possible rust-prone joints.

Zinc coating covers the insides of the double sidewalls as well as the cargo side. In fact, over 200 sq. ft. of galvanized metal is used throughout Styleside pickups to battle rust and corrosion. Four-coat paint process includes two coats of high solids enamel for an attractive, hard gloss finish.

The cargo box is easy to clean, too. The pickup bed's curved wall-to-floor transition eliminates sharp, dirt-catching corners. You can quickly sweep or hose out the cargo box. The big 49- to 50.8-in. width between wheel housings provides easy clearance for carrying paneling flat.



CAPACITY

Ford chassis-cabs are available with Regular Cab, SuperCab and Crew Cabs up to the big F-350 Series. Ford F-350 chassis-cabs combine large carrying capacity with Twin-I-Beam front suspension riding smoothness. Dual-rear tire models offer a maximum GVW rating of 10,000 lb. They are available for mounting van or other special-purpose bodies.

All sturdy Ford F-350 chassis-cab frames comply with the SAE 34-inch width standard in body areas to facilitate mounting of the body of your choice.

Regular Cabs offer 137- and 161-inch wheelbases (60- and 84-inch cab-to-rear-axle dimensions) to accommodate 9- to 12-foot bodies. Both of the 155-inch wheelbase SuperCab and Crew Cab chassis have CA's of 56 inches. Ford chassis-cowl models are also offered in the F-350 Series.



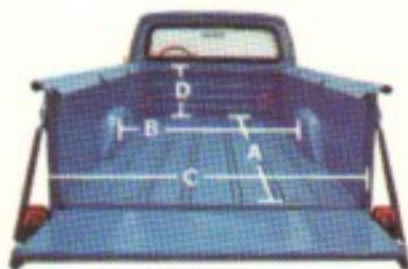
Styleside pickups are available in 6 $\frac{3}{4}$ - and 8-ft. lengths



F-350 8-ft. Styleside and Super Camper Special (140-in. wb.)



Platform/Stakes are offered in 9- and 12-ft. lengths



Flareside 8-ft. pickups have seasoned hardwood floorboards

Camper Special Packages are designed with all the basic equipment needed for carefree camping. This equipment, which is standard on F-350 Super Camper Special pickup, includes the items listed in chart below. Simply selecting a Super Camper Special pickup or a Camper Special Package on your truck is the easy way to order all of the desirable camper equipment shown.

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

CAMPER SPECIAL PACKAGE INCLUDES:

- 55 amp. alternator
- 70 amp-hr battery (80 amp-hr w/460 V-8)
- Oil pressure gauge
- Low Fuel Economy Warning Light
- Ammeter
- Bright 6" x 10" Western long arm mirrors
- Front and rear stabilizer bars
- "Camper Special" emblem
- Camper wiring harness*
- Dual electric horns
- HD rear shock absorbers (All F-350's except 140" wb.)
- Extra cooling package

*Includes 12-volt 7-wire (identified) sealed cable with connectors, optional HD wiring harness recommended for HD electrical usage.

MINIMUM OPTIONAL EQUIPMENT REQUIRED WITH CAMPER SPECIAL

To provide optimum performance for camper applications, a V-8 engine and either a 4-speed or Cruise-O-Matic transmission are required. In addition, the following chart shows the GVW and minimum size tires needed for use with the Camper Special Package. This does not necessarily represent the maximum equipment obtainable and in many cases additional optional equipment is available for maximum Camper loads and applications. For example, the super cooling package is recommended for extended high temperature climate operation on F-250; 9.50 x 16.5D or E tires are recommended for optimum handling and stability for single rear wheel units with full-size campers.

| Cab Type | Series | GVW Package (lb.) | Optional Tires Required* | |
|-------------|------------|-------------------|--------------------------|-------------------------|
| | | | Tubeless | or Tube-Type |
| Regular Cab | F-250 | 6,900 | 8.75 x 16.5E | 7.50 x 16D |
| | F-250 | 7,500 | — | 7.50 x 16E |
| | F-250 | 8,100 | — | 7.50 x 16E |
| | F-350 | 8,000 | — | 7.50 x 16C (F) & E (R) |
| | F-350 (DR) | 9,000 | — | 7.50 x 16C |
| SuperCab | F-350 (DR) | 10,000 | — | 7.50 x 16C (F) & D (DR) |
| | F-250 | 8,100 | — | 7.50 x 16E |
| Crew Cab | F-350 | 9,300 | — | — |
| | F-350 | 8,000 | — | 7.50 x 16C (F) & E (R) |
| | F-350 (DR) | 9,000 | — | 7.50 x 16C |
| | F-350 (DR) | 10,000 | — | 7.50 x 16C (F) & D (DR) |

If spare tire is ordered, rear tire size should be selected *See note above F=Front R=Rear DR=Dual Rear

BODY AVAILABILITY AND CARGO AREA DIMENSIONS

| SERIES | | Wheelbase (in.) | | | Nominal Box Length (ft.) | Inside Length (in.) (A) | At Wheel-housings (in.) (B) | Tailgate Opening (in.) (C) | Depth at Sides (in.) (D) | Cargo Cap'y (cu. ft.)* |
|-------------------|-------|-----------------|-----------|----------|--------------------------|-------------------------|-----------------------------|----------------------------|--------------------------|------------------------|
| | | Regular Cab | Super-Cab | Crew Cab | | | | | | |
| STYLESIDE PICKUPS | F-100 | 117 | 139 | — | 6 $\frac{3}{4}$ | 82.0 | 50.8 | 65 | 19.3 | 61.0 |
| | | 133 | 155 | — | 8 | 98.2 | 50.8 | 65 | 19.3 | 73.6 |
| | F-150 | — | 139 | — | 6 $\frac{3}{4}$ | 82.0 | 50.8 | 65 | 19.3 | 61.0 |
| | | 133 | 155 | — | 8 | 98.2 | 50.8 | 65 | 19.3 | 73.6 |
| | F-250 | — | 139 | 150 | 6 $\frac{3}{4}$ | 98.2 | 50.8 | 65 | 19.3 | 61.0 |
| | | 133 | 155 | — | 8 | 98.2 | 50.8 | 65 | 19.3 | 73.6 |
| F-350 | 140 | 155 | 166.5 | 8 | 98.2 | 50.8▲ | 65 | 19.3 | 73.6* | |
| FLARESIDE PICKUPS | F-100 | 133 | — | — | 8 | 96.0 | 48.4 | 54 | 22.1 | 65.4 |
| | F-150 | 133 | — | — | 8 | 96.0 | 48.4 | 54 | 22.1 | 65.4 |
| | F-250 | 133 | — | — | 8 | 96.0 | 48.4 | 54 | 22.1 | 65.4 |
| STAKE OR PLATFORM | F-350 | 137 | — | — | 9 | 106.0† | — | 82.1‡ | 31.2** | — |
| | | 161 | — | — | 12 | 142.0† | — | 82.1‡ | 42.0** | — |

*Allowance made for wheelhousings †Add 3.4' for Platform ‡Add 5.2' for Platform **Stake ▲49.0" w/140" wb. *65.1 w/140" wb.

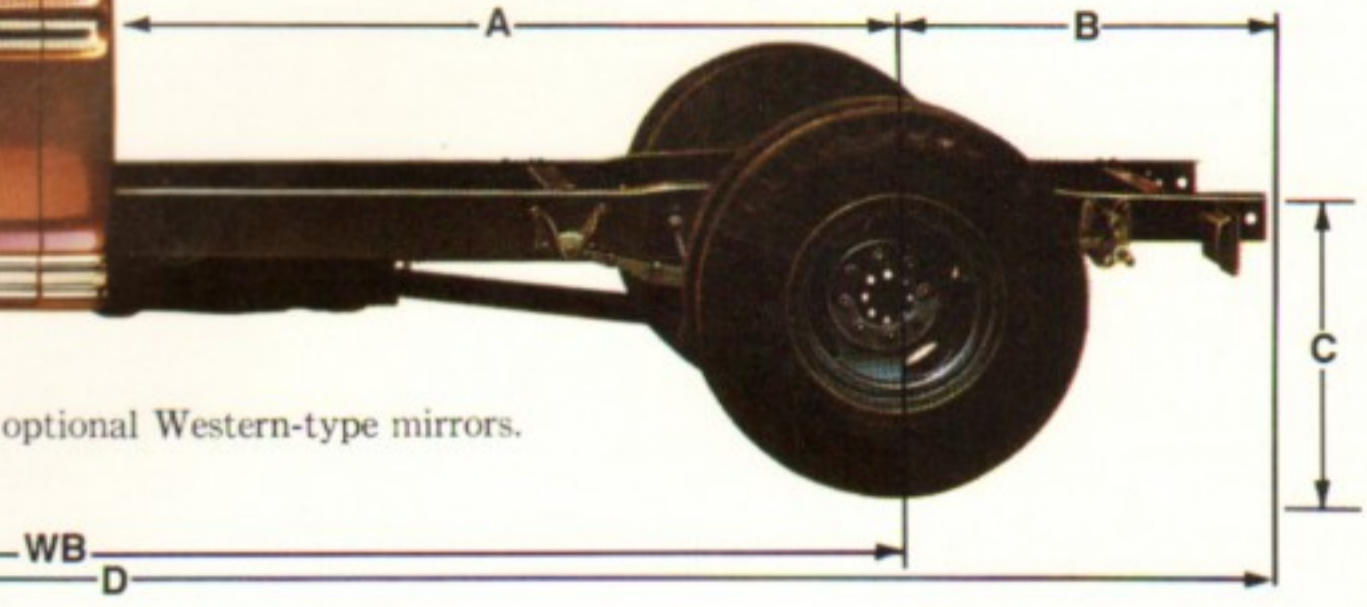


F-350
Ranger XLT

F-350 Ranger XLT with optional Western-type mirrors.

| CHASSIS-CAB DIMENSIONS (in.) | | | | | | | | | | | | | | | |
|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | F-100 | | | | F-150 | | | F-250 | | | F-350 | | | | |
| | RC | SC | RC | SC | RC | SC | CC | RC | SC | CC | RC | SC | | | |
| Wheelbase (WB) | 117 | 133 | 139 | 155 | 133 | 139 | 155 | 133 | 139 | 155 | 150 | 137 | 161 | 155 | 166.5 |
| Back of cab to rear axle (A) | 40 | 56.2 | 40 | 56.2 | 56.2 | 40 | 56.2 | 56.2 | 40 | 56.2 | 40 | 60 | 84 | 56.2 | 56.2 |
| Rear axle to end of frame (B) | 40.6 | 40.6 | 40.6 | 40.6 | 40.6 | 40.6 | 40.6 | 40.6 | 40.6 | 40.6 | 40.5 | 38.5 | 47.5 | 40.6 | 40.5 |
| Frame to ground ht.—empty (C)* | 24.8 | 24.8 | 24.5 | 24.8 | 26.2 | 26.0 | 26.4 | 26.8 | 26.7 | 26.5 | 26.5 | 27.0 | 27.0 | 27.5 | 26.7 |
| Overall length (D) | 189.3 | 205.3 | 211.1 | 227.3 | 205.3 | 211.1 | 227.3 | 205.3 | 211.1 | 227.3 | 222.5 | 207.2 | 240.2 | 227.3 | 238.7 |

RC=Regular Cab SC=SuperCab CC=Crew Cab *At centerline of axle



Ford light-duty trucks are offered with a broad range of payload capacities so you can get the right truck for your job. The chart below shows how to find the pickup you need. First, select your desired pickup box (described at left) and cab type, then move to the next column for your needed payload. Next is the

truck series (F-100, 150, 250 and 350) and the GVW package rating with the components included with each rating. The chart is only a general guide. Your Ford Dealer will be happy to talk over your intended truck usage and make a recommendation for your exact needs.

A GUIDE TO PICKUP PAYLOADS • GVW PACKAGE SELECTOR

| Pickup Box length | Desired payload including driver and passengers | Series | GVW Package Rating | Equipment included with GVW Rating | | | | |
|--------------------------|---|-----------|--------------------|------------------------------------|----------------|----------------------------------|---|--------------|
| | | | | Front Axle | ■Front Springs | Rear Springs | Tires | |
| Regular Cab 6 1/2 ft. | 1010 lb. | F-100 | 4650 lb. (std.) | 2750 lb. | 2500 lb. | 2550 lb. | G78-15B | |
| | 1205 lb. | F-100 | 4850 lb. | 2750 lb. | 2500 lb. | 2950 lb. | G78-15B | |
| | 1355 lb. | F-100 | 5000 lb. | 3300 lb. | 2500 lb. | 2950 lb. | G78-15B | |
| | 1660 lb. | F-100 | 5350 lb.† | 3300 lb. | 2500 lb. | 3300 lb. | G78-15D | |
| | 8 ft. | 975 lb. | F-100 | 4700 lb. (std.) | 2750 lb. | 2500 lb. | 2550 lb. | G78-15B |
| | | 1120 lb. | F-100 | 4850 lb. | 2750 lb. | 2500 lb. | 2950 lb. | G78-15B |
| | | 1370 lb. | F-100 | 5100 lb. | 3300 lb. | 2500 lb. | 2950 lb. | G78-15B |
| | | 1735 lb. | F-100 | 5500 lb.† | 3300 lb. | 2500 lb. | 3350 lb. | H78-15B |
| | | 2275 lb. | F-150 | 6050 lb. | 3300 lb. | 2500 lb. | 3750 lb. | L78-15D |
| | | 2285 lb. | F-250 | 6200 lb. (std.) | 3300 lb. | 2730 lb. | 4000 lb. | 8.00 x 16.5D |
| | 2965 lb. | F-250 | 6900 lb.* | 3300 lb. | 2730 lb. | 4610 lb. | 8.00 x 16.5E | |
| | 3470 lb. | F-250 | 7500 lb.* | 3500 lb. | 2900 lb. | 5480 lb. | 8.75 x 16.5E | |
| 3630 lb. | F-250 | 8100 lb.* | 3500 lb. | 3170 lb. | 5480 lb. | 8.75 x 16.5E | | |
| 8 ft. | 3840 lb. | F-350 | 8350 lb. (std.) | 3850 lb. | 3450 lb. | 5450 lb. | 8.75 x 16.5E | |
| | 4460 lb. | F-350 | 9000 lb. | 3850 lb. | 3450 lb. | 5900 lb. | 9.50 x 16.5E* | |
| | 5370 lb. | F-350 | 10,000 lb. | 3850 lb. | 3450 lb. | 6960 lb. | 12.00 x 16.5E** | |
| SuperCab 6 1/2 ft. | 1320 lb. | F-100 | 5200 lb. | 3300 lb. | 2500 lb. | 2950 lb. | G78 x 15B | |
| | 1585 lb. | F-100 | 5500 lb.† | 3300 lb. | 2680 lb. | 3350 lb. | H78 x 15B | |
| | 2125 lb. | F-150 | 6050 lb. | 3300 lb. | 2500 lb. | 3750 lb. | L78 x 15D | |
| | 2315 lb. | F-250 | 6350 lb. | 3500 lb. | 2900 lb. | 4000 lb. | 8.00 x 16.5D | |
| | 2845 lb. | F-250 | 6900 lb. | 3500 lb. | 2900 lb. | 4610 lb. | 8.00 x 16.5E | |
| | 3390 lb. | F-250 | 7500 lb. | 3500 lb. | 2900 lb. | 5480 lb. | 8.75 x 16.5E | |
| | 3495 lb. | F-250 | 7800 lb. | 3500 lb. | 2900 lb. | 5480 lb. | 8.75 x 16.5E | |
| | 8 ft. | 1230 lb. | F-100 | 5200 lb. | 3300 lb. | 2680 lb. | 2950 lb. | G78 x 15B |
| | | 1700 lb. | F-100 | 5700 lb.† | 3300 lb. | 2680 lb. | 3350 lb. | H78 x 15B |
| | | 2060 lb. | F-150 | 6050 lb. | 3300 lb. | 2500 lb. | 3750 lb. | L78 x 15B |
| | | 2350 lb. | F-250 | 6600 lb. | 3500 lb. | 2900 lb. | 4000 lb. | 8.00 x 16.5D |
| | | 2635 lb. | F-250 | 6900 lb. | 3500 lb. | 2900 lb. | 4610 lb. | 8.00 x 16.5E |
| 3175 lb. | | F-250 | 7500 lb. | 3500 lb. | 2900 lb. | 5480 lb. | 8.75 x 16.5E | |
| 3485 lb. | F-250 | 8100 lb. | 3850 lb. | 3450 lb. | 5480 lb. | 9.50 x 16.5D | | |
| 4600 lb. | F-350 | 9300 lb. | 3850 lb. | 3450 lb. | 6350 lb. | 9.50 x 16.5E | | |
| Crew Cab 6 1/2 ft. | 1720 lb. | F-250 | 6200 lb. | 3500 lb. | 3300 lb. | 3950 lb. | 8.00 x 16.5D | |
| | 2400 lb. | F-250 | 6900 lb. | 3500 lb. | 3300 lb. | 4500 lb. | 8.00 x 16.5E | |
| | 2930 lb. | F-250 | 7500 lb. | 3500 lb. | 3300 lb. | 5400 lb. | 8.75 x 16.5E | |
| 8 ft. | 1860 lb. | F-350 | 6600 lb. | 3850 lb. | 3850 lb. | 4050 lb. | 8.00 x 16.5D | |
| | 3145 lb. | F-350 | 8000 lb. | 3850 lb. | 3850 lb. | 5450 lb. | 8.75 x 16.5E | |
| Body length 9 ft. | 5960 lb.†† | F-350 | 10,000 lb. (max.) | 3850 lb. | 3450 lb. | 7250 lb. and 1100 lb. Aux. | 8.00 x 16.5D front 8.00 x 16.5E dual rear | |
| 12 ft. | 5790 lb.†† | F-350 | 10,000 lb. (max.) | 3850 lb. | 3450 lb. | | | |

†Power brakes included *12" x 2 1/2" HD brakes included ■Computer selected—minimum rating *Rear tires only, front are 9.50 x 16.5D **Rear tires only, front are 9.50 x 16.5E
††Body and payload allowances available on Ford F-350 dual rear-wheel models with a maximum GVW of 10,000 pounds

RECREATION

Ford, the RV specialist, continues to offer vehicles specifically engineered for recreation use. From long years of experience, Ford engineers know that big camper loads and other special characteristics demand special equipment for dependable reliability. That's why Ford developed complete "Camper Special Packages" to provide all the basics most campers need. Camper Special Packages are available with F-250 and F-350 SuperCabs—the big cab that can seat a family of six.

The popular *Ford F-350 Super Camper Special* is a "Rec Vehicle" through and through with 140-in. wheelbase and offering high-capacity "Super Single" rear tires (including radials) for accommodating big slide-in campers up to 12 ft. long. Ford's long-wheelbase/short-rear-overhang design distributes the optimum amount of camper weight ahead of the rear axle for good balance and roadability. GVW's range up to 10,000 pounds, and Ford attains this optional GVW rating with single rear tires. Big "Super Singles" (12.00 x 16.5 rear tires) give needed load capacity and stability without cumbersome dual tire widths. And single rear tires provide easier access than inside tires with duals should you need to change them.

The Super Camper's bodyside spare tire mount (illustrated on page 15) puts your optional spare within the right side of the pickup box wall ahead of the rear axle. An excellent location for convenient access and proper weight distribution.

The F-350 Super Camper Special includes *as standard* all the features shown in the Camper Special Package (page 10) plus a big 360 V-8 engine with SelectShift Cruise-O-Matic transmission. In addition, Ford offers Camper Special Packages for F-250 and F-350—pickups and chassis-cabs.

F-250 Camper Special (Regular and SuperCab) provides a maximum GVW of 8100 lb., and 133-in. wheelbase (155-in. SuperCab) allows good weight distribution with popular 8- to 11-ft. slide-in or chassis-mounted campers.

F-350 Camper Special chassis-cabs (Regular Cab, SuperCab & Crew Cab) are available for up to 12-ft. campers. The long 161-in. wheelbase Regular Cab with dual rear wheels has a GVW rating up to 10,000 lb. for camper bodies up to 14 ft. long. And because the body is mounted directly to the frame, you get a low center of gravity, and body widths up to 96 inches—from the floor straight up.

| SERIES | Pickup Box Cover (8-ft. Styleside) | Pickup-Mounted Camper | Chassis-Mounted Camper | Trailer Towing Package |
|--------------------------|------------------------------------|-----------------------|------------------------|------------------------|
| F-100 Regular & SuperCab | X | — | — | X |
| F-150 Regular & SuperCab | X | — | — | X |
| F-250 Regular & SuperCab | X | X | X | X |
| F-250 Crew Cab | — | — | — | X |
| F-350 Regular & SuperCab | X | X | X | X |
| F-350 Crew Cab | X | X | X | — |



Regular Cab Pickups (F-250, F-350) take up to 12-ft. Slide-In Campers

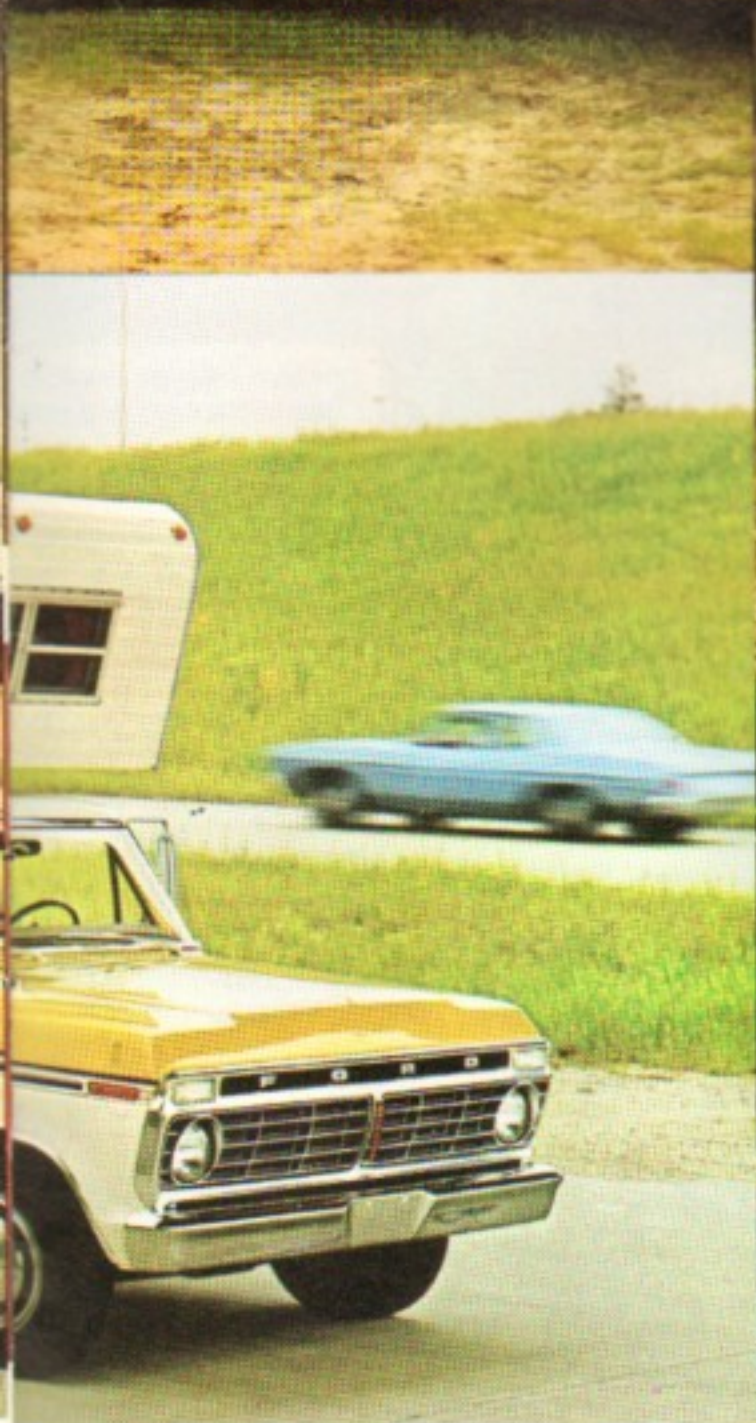


SuperCab Pickups (F-250, F-350) take up to 11-ft. Slide-In



Pickup box cover for all 8-ft. Stylesides. This modern fiberglass cover comes in two attractive trim levels—standard and deluxe. Both look slim and streamlined, but are 5 in. higher than the cab for spacious interiors. New Bodyside Accent Panel option is illustrated on Styleside pickup.

Options illustrated: Regular Cab is an F-350 Ranger XLT Super Camper Special with Tu-Tone paint, radio and Ford camper tie-down system. SuperCab is an F-250 Ranger XLT Camper Special with combination Tu-Tone paint, radio, flip-open side windows and Ford camper tie-down system. Box cover is on an F-100 Ranger XLT with whitewall tires, front bumper guards, rear bumper and low-mount Swing-Lok mirrors. Trailer Special is an F-350 Ranger XLT with Deluxe Tu-Tone paint, front bumper guards, radio, auxiliary fuel tank and fifth wheel. Crew Cab is an F-350 Custom Camper Special with radio.

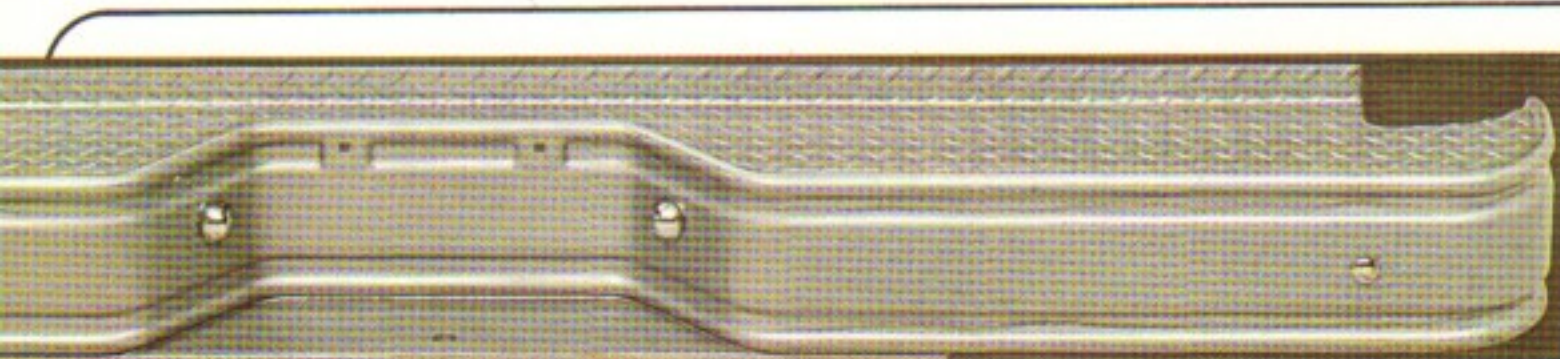


Trailer Towing Packages for Conventional or Fifth-Wheel Trailers



Crew Cab Pickups (F-350) take up to 11-ft. Slide-In Campers

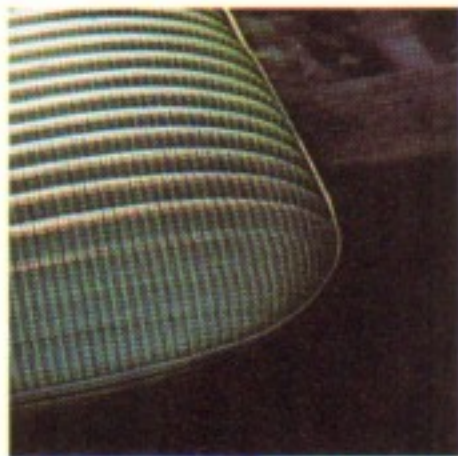
Campers



Rear step bumper for Styleside pickups is reinforced with center plate and is drilled for a ball hitch. A bright contour rear bumper is also offered for Stylesides, and a painted channel-type rear bumper is available on Flareside pickups.



Bright tie-down hooks. Eight convenient cargo tie-down hooks for all pickups. Three on each side and two on tailgate.



Breathable knitted vinyl seat trim for cool comfort (included in Custom Decor Group only).



SelectShift Cruise-O-Matic automatic transmission.



Dual tape stripes extending the full length of Styleside pickups are available in five paint-keyed colors. Bright-metal bodyside moldings with vinyl insert (std. with Ranger and Ranger XLT) also available.



AM/FM stereo radio with speaker in each door or AM radio for your listening enjoyment.



Air conditioner is a smart looking integral unit with heater for year-round comfort. Includes four directional outlets in instrument panel.



Black or white bright drip and



Pickup box cover for 8-ft. Stylesides has strong, lightweight fiberglass construction, tinted side and rear windows, roof vent, T-handle liftgate latch with lock. Deluxe model (shown) has sliding side windows with screens, bright side and rear window moldings, dome light, Tu-Tone paint color-keyed to the most popular truck colors (and White).

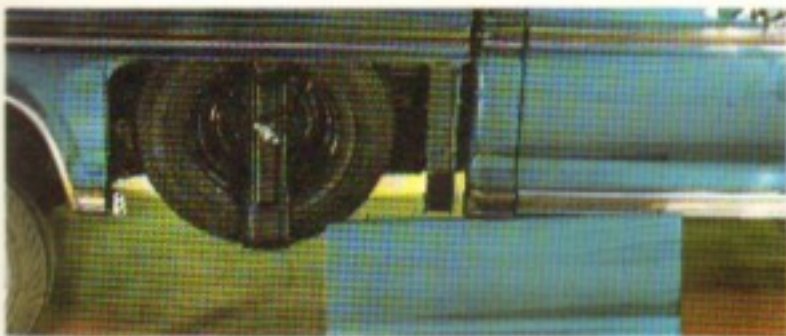
Super cooling package includes increased capacity radiator and HD transmission oil cooler (w/Cruise-O-Matic). Offered with 360 and bigger V-8's.



Tool storage box with locking door for easy-to-reach storage. Located in curbside of pickup box skirt on 8-ft. 133- or 155-in. wb.) Stylesides.



Slide-out spare tire carrier allows spare to be easily pulled out from under its frame location. Tire slides out and down at rear of pickup for easy access.



Concealed spare tire and wheel in right side of F-350 Styleside pickup and Super Camper Special.

OPTIONS

Ford offers a wide choice of options to make your driving easier and more pleasant . . . your truck more functional for your business or personal use. In addition to all of the options shown at the left, the following options are also available:

Convenience group (standard on XLT) with cargo, engine, glove compartment, two courtesy and ash tray lights; glove compartment door lock, door map pockets and 12-in. day/night inside mirror ■ Northland Special Package with engine block heater (single 400 watt element with Six, dual 800 watt with V-8's), 50% (-35°F) antifreeze, 70 amp-hr battery, 55-amp. alternator and limited-slip rear axle ■ Engine block heater (with V-8's), single 400 watt or dual 800 watt ■ Power front disc brakes ■ Power steering ■ High-output heater (standard on SuperCab) ■ Dual electric horns ■ Trailer towing packages (up to 10,000 lb.) ■ Ammeter and oil pressure gauge (includes Low Fuel Economy Warning Light) ■ Frame-anchored camper tie-down system ■ Heavy-Duty 50-amp. camper wiring harness (includes 61-amp. alternator) ■ Interval windshield wipers ■ Heavy-Duty black vinyl seat upholstery ■ Auxiliary fuel tanks ■ Pickup box cover front sliding window ■ Custom Decor Group for Custom pickups (Regular and SuperCab includes knitted vinyl seat trim, color-keyed floor mats with insulation, bright moldings around windshield and rear window, bright drip rail moldings, and bright hub caps (except F-100 4 x 4's).



Western mirrors are offered with long arms or low-mount Swing-Lok.



texture painted roof with back-of-cab moldings.



Flip-open (in place of fixed) rear side windows on SuperCabs, plain or tinted glass.



Speed control maintains pre-set speed for optimum operating economy and driving ease. It's a great boon on long-haul camper trips. Convenient control location on both sides of horn bar allows thumb operation without removing your hands from wheel. (With 460 V-8.)



Sliding rear cab window (tinted glass) has an outer molding to accept a weather-seal boot between cab and camper.



Auxiliary 12-volt 70 amp-hr battery with dual circuit charging system for camper applications.



Full wheel covers even with 16.5-in. wheels (except 4 x 4's & F-350) or mag style for 15-in. wheels.

ENGINE AVAILABILITY

| Engine | Bore and Stroke (in.) | Availability |
|----------------------|-----------------------|---|
| 300 cu. in. Six | 4.0 x 3.98 | Std. F-100, F-150, F-250, F-350 |
| 302 cu. in. (2V) V-8 | 4.0 x 3.0 | Opt. F-100 4 x 2 (Regular Cab) |
| 360 cu. in. (2V) V-8 | 4.05 x 3.50 | Std. F-350 Styleside and SCS, Opt. all others |
| 390 cu. in. (2V) V-8 | 4.05 x 3.78 | Opt. F-100 4 x 2 |
| 390 cu. in. (4V) V-8 | 4.05 x 3.78 | Opt. F-150, F-250, F-350 (4 x 2's) |
| 460 cu. in. (4V) V-8 | 4.36 x 3.85 | Opt. F-150, F-250, F-350 (4 x 2's) |

SPECIFICATIONS-COLORS

SPECIFICATIONS—COLORS

Standard Colors: Wimbledon White, Vineyard Gold, Viking Red, Baytree Green, Hatteras Green Metallic, Glen Green, Candyapple Red, Parrot Orange, Raven Black, Wind Blue, Bahama Blue, Midnight Blue Metallic, Sequoia Brown Metallic, Chrome Yellow. New Ginger Glow and Medium Green Glow colors are optional. Different Tu-Tones are obtained by using all the standard colors *except* Chrome Yellow. Wimbledon White may be used as the accent color for any color. Consult your Ford Dealer for the other accent color combinations as well as the different ways the Styleside models may be painted. Tu-Tone applications are shown at right. Only the regular Tu-Tone is available with Crew Cabs.

Box cover in Textured White is available on 8-ft. Styleside pickups.

Deluxe box cover has Tu-Tone paint treatment with Textured White incorporating Styleside body color as an accent with selected colors. Textured White with Wimbledon White accent color is used with other body colors.

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

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

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

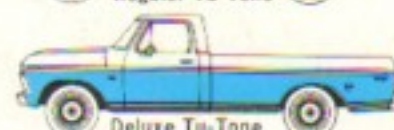
White Bodyside Accent Panel (Stylesides only) with all body colors except White on Ranger and Ranger XLT, and with Regular Tu-Tone White accent.



Deluxe box cover



Regular Tu-Tone



Deluxe Tu-Tone



Combination



Bodyside Accent Panel

| EQUIPMENT | TWO-WHEEL DRIVE | | | | FOUR-WHEEL DRIVE OPTION | |
|-------------------------------|---|-----------------------|-----------------------|-----------------------------|--|-----------------|
| | F-100 | F-150 | F-250 | F-350 ^m | F-100 (4 x 4) | F-250 (4 x 4) |
| Maximum GVW (lb.) | 5500 (5700 SC) | 6050 | 8100 (7500 CC) | 10,000 (9300 SC) | 5700 | 7700 |
| Axle, Front | (See GVW Packages on page 11) | | | | | |
| Axle, Rear: Rating (lb.) | 3300 | 3750 | 5300 | 7400 | 3300 | 5300 |
| Brakes: Power | Opt. | Std. | Std. | Std. | Std. | Std. |
| Clutch: Dia. (in.)—Area (in.) | 11—123.7 | 11—123.7 | 11—123.7 | 11—123.7 | 11—123.7 | 11—123.7 |
| Electrical: Battery (amp-hr) | 45 | 45 | 45 | 45 | 45 | 45 |
| Optional Battery (amp-hr) | 70 | 70 | 70 | 70 | 70 | 70 |
| Alternator (amp.) | 38 | 38 | 38 | 42 | 38 | 38 |
| Optional Alternator (amp.) | 42, 55 or 61 | 42, 55 or 61 | 42, 55 or 61 | 55 or 61 | 42, 55 or 61 | 42, 55 or 61 |
| Engine: Displacement | 300 Six | 300 Six | 300 Six | 300 Six (260 V-8 SC & S) | 300 Six* | 300 Six |
| Optional | 302 V-8 (RC), 360 V-8 | 360 V-8, 390 V-8 | 360 V-8, 390 V-8 | 360 V-8, 390 V-8 | 360 V-8 | 360 V-8 |
| | 390 V-8 | 460 V-8 | 460 V-8 | 460 V-8 | | |
| Shock Absorbers | Front & Rear | Front & Rear | F & R (HD Rear CC) | Front (F & R SC) | Front & Rear | Front & Rear |
| Optional | HD | HD | HD | HD (std. SCS, S) | HD | HD |
| Springs | (See GVW Packages on page 11—Computer Selected) | | | | Computer Selected | |
| Steering: Optional | Integral Power | | | | Linkage Power | |
| Transfer Case | — | — | — | — | 1-Speed | 2-Speed |
| Optional 2-Speed | — | — | — | — | Full-Time 4-Wheel Drive (Regular Cab only) | |
| Transmission | 3-Spd. Sync | 3-Spd. Sync | 3-Spd. Sync | 4-Speed | 4-Speed | 4-Speed |
| Optional | 4-Spd. Cruise-O-Matic | 4-Spd. Cruise-O-Matic | 4-Spd. Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic | Cruise-O-Matic |
| Wheels: Type—Rim Size | (5) 5-Hole—5.5K | (5) 5-Hole—5.5K | (4) 8-Hole—6.0 | (4) 8-Hole—E.O. 16.75 SC, S | (5) 5-Hole—5.5K | (4) 8-Hole—6.0 |
| Tires: Tubeless | G78-15B PT | L78-15D PT | 8.00 x 16.5D TT | 8.00 x 16.5D YTT | G78-15B PT | 8.00 x 16.5D TT |
| Optional | Both tubeless and tube-type—including RADIALS—in sizes to match GVW requirements. Use adequate tires for loads and type of service. Consult your Ford Dealer. | | | | | |

■ F-350 Super Camper Special specifications include as standard: 360 V-8, SelectShift Cruise-O-Matic transmission, 70 amp-hr battery, 55 amp. alternator, and other items as shown on pages 10 and 12. RC=Regular Cab SC=SuperCab CC=Crew Cab S=140"wb. Styleside Pickup PT=Passenger Type TT=Truck Type *N.A. in Calif. 19.50 x 16.5E with SuperCab.

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THE CLOSER YOU LOOK, THE BETTER WE LOOK

FORD PICKUPS

FORD DIVISION

