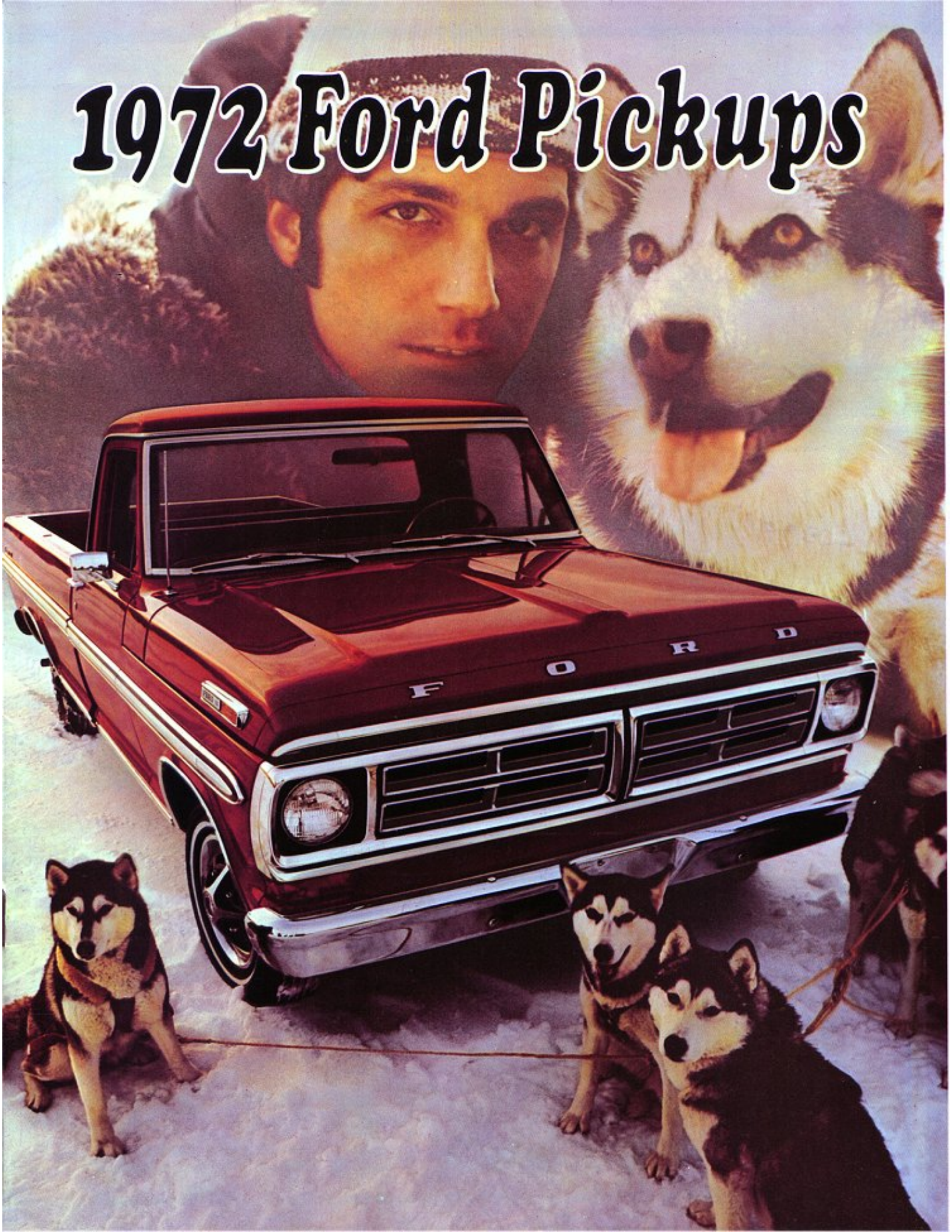


# 1972 Ford Pickups





Ford Pickups are designed for both family driving and tough-truck work. From the lowest-priced Custom to the Sport Custom and up through the Ranger and Ranger XLT, distinctive interior and exterior styling is offered to meet every personal or business requirement.

Whichever model you choose, a bright gleaming grille and chrome front bumper are standard. Interiors are roomy and comfortable. Ford provides the optimum combination of headroom, legroom, shoulder room and seat height. And Ford's better ideas provide a carlike ride.

Better ideas like Twin-I-Beam front suspension, the independent suspension that flattens out

**Ford pickups**  
work like trucks, ride like cars.

the bumps, smooths out the ride, toughens up the truck. Side sway on curves is minimized, and nosediving even in severe braking situations is virtually eliminated. Power brakes are standard on most F-100 thru F-350 4 x 2 models (optional F-100 4 x 2's below 5500-lb. GVW and 4 x 4's). Ford's exclusive Flex-O-Matic rear suspension (standard on F-250 and with extra-capacity springs on the F-100) automatically adjusts spring stiffness for a comfortable ride—light or loaded.

Ford 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 Ford pickup box is welded instead of bolted, to stay strong and silent.

Ford light-duty conventional trucks are offered in F-100, F-250 and F-350 Series. GVW ranges for these series are F-100—4450 lb. to 5500 lb.,

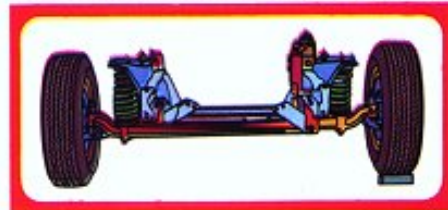


Smooth ride, tough hide, and inside...



F-250—6200 lb. to 8100 lb., and F-350—6600 lb. to 10,000 lb. Ford F-100 and F-250 Series are available in Styleside or Flareside pickups and chassis-cabs with either two- or four-wheel drive. F-350's are offered in Flareside pickups and single- or dual-rear wheel stakes and chassis-cabs. Thrifty 240-cu. in. Six is standard F-100; 300-cu. in. Six on F-250 and F-350; high-performance 302- (available F-100 only), 360- and 390-cu. in. V-8's are optional.

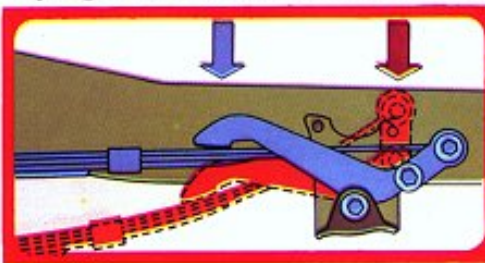
**Twin-I-Beam** independent front suspension softens up the ride, toughens up the truck. Ford's exclusive design has



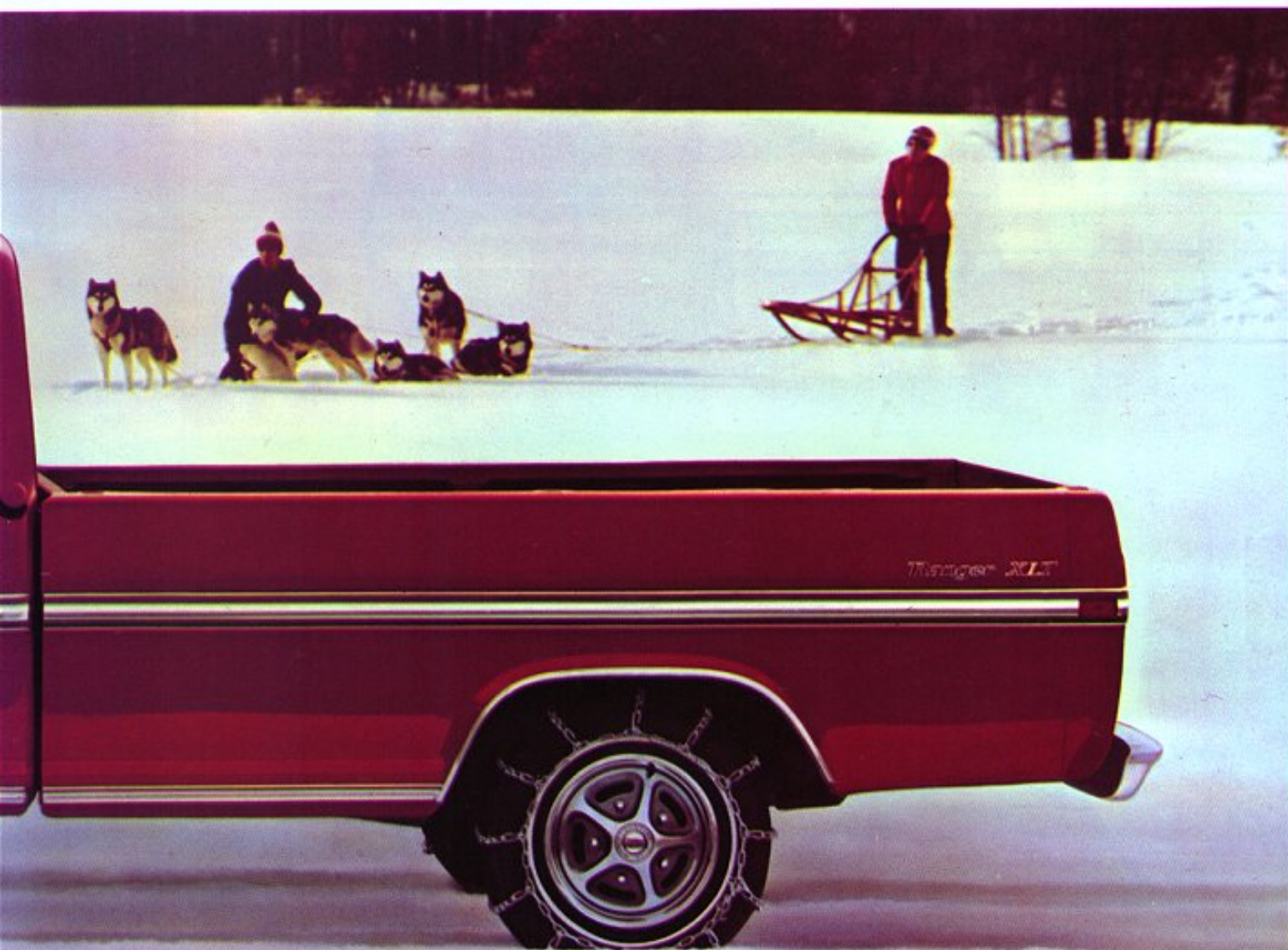
two front axles, each cushioned by a big coil spring, to allow each wheel to roll over bumps independently. Twin-I-Beam

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.

**Flex-O-Matic** rear suspension automatically adjusts spring stiffness for varying loads. When the 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. Standard on F-250, and with extra-capacity springs on F-100. The combination of Twin-I-Beam



front suspension and Flex-O-Matic rear suspension gives a truly unique riding experience. Take a test drive. See just how comfortable a Ford pickup can be.



Ford Custom pickup (above, at left) with optional two-tone paint. Ford Ranger XLT (above) in addition to tire chains has optional mag-style wheel covers and white-sidewall tires.



## Beneath the beauty Brawn built by better Ideas.

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 for brawn throughout. Brawn that begins with:

### Massive hood.

Double-wall hood sections and bridgelike construction add both strength and stiffness. Inner

and outer panels are welded into a single rigid unit that reduces vibrations so hood flutter and shake are virtually eliminated.

**Front Bumper.** You see gleaming chrome on the outside, not just paint. But, underneath the chrome plate is heavy-gauge steel for good protection.

**Super cooling package.** Big 635-sq. in. radiator is available with 360 or 390 V-8's for top performance in hot climates or mountain areas. Excellent for pickups equipped with campers, or pulling trailers.

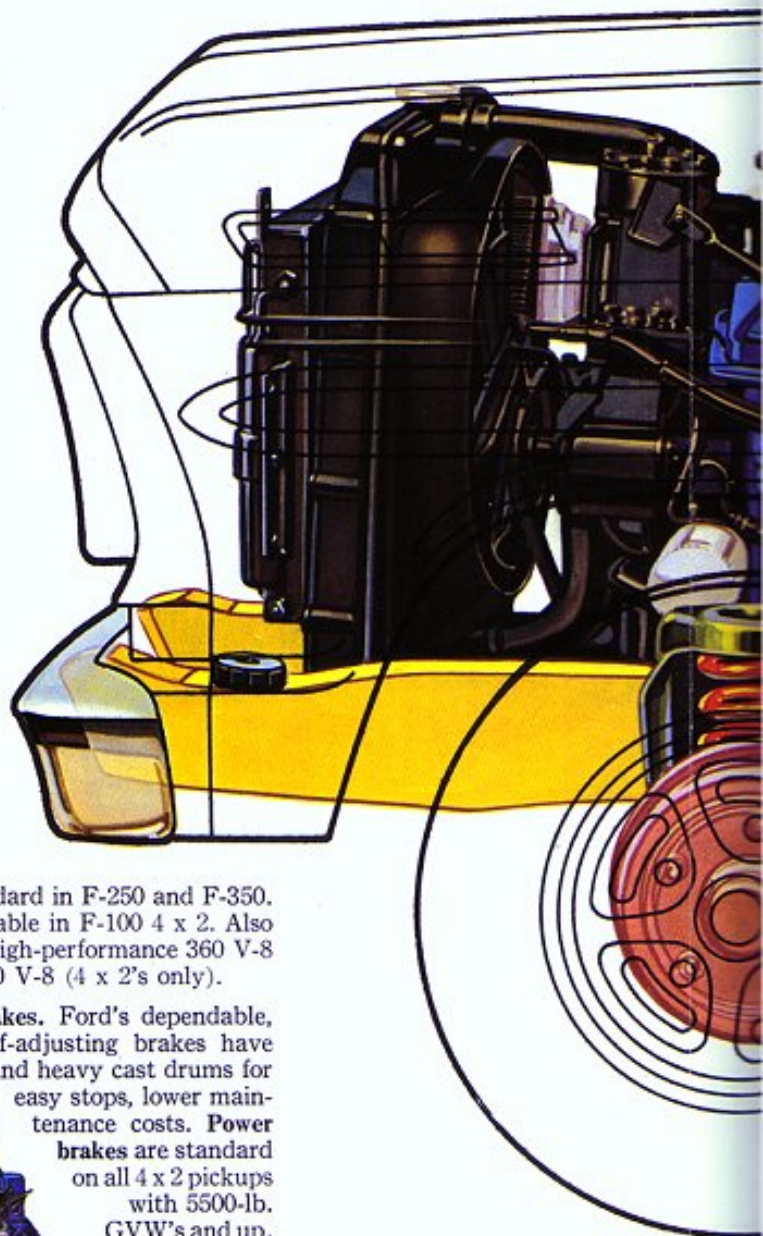
**Big Clutch.** Ford's large 11-inch Gyro-Grip clutch is standard. Full 11½-inch clutch is included with 390-cu. in. V-8. Clutches are matched to engines and power train components for smooth action, long life and minimum leg effort.

**Fully synchronized transmission.** Ford 3-speed manual transmissions are synchronized in *all* forward speeds for smooth, easy downshifting into first gear. Optional Select-Shift Cruise-O-Matic (shown) gives you automatic or manual shifting. "Second hold" feature gives better control on long grades. Manual 4-speed transmissions are available.

### ENGINE SPECIFICATIONS

	Displacement	Bore and Stroke (in.)
240 Six	240 cu. in.	4.0 x 3.18
300 Six	300 cu. in.	4.0 x 3.98
302 V-8	302 cu. in.	4.0 x 3.0
360 V-8	360 cu. in.	4.05 x 3.50
390 V-8	390 cu. in.	4.05 x 3.78

Five performance-proven engines. Economical 240 Six is standard in F-100, and the



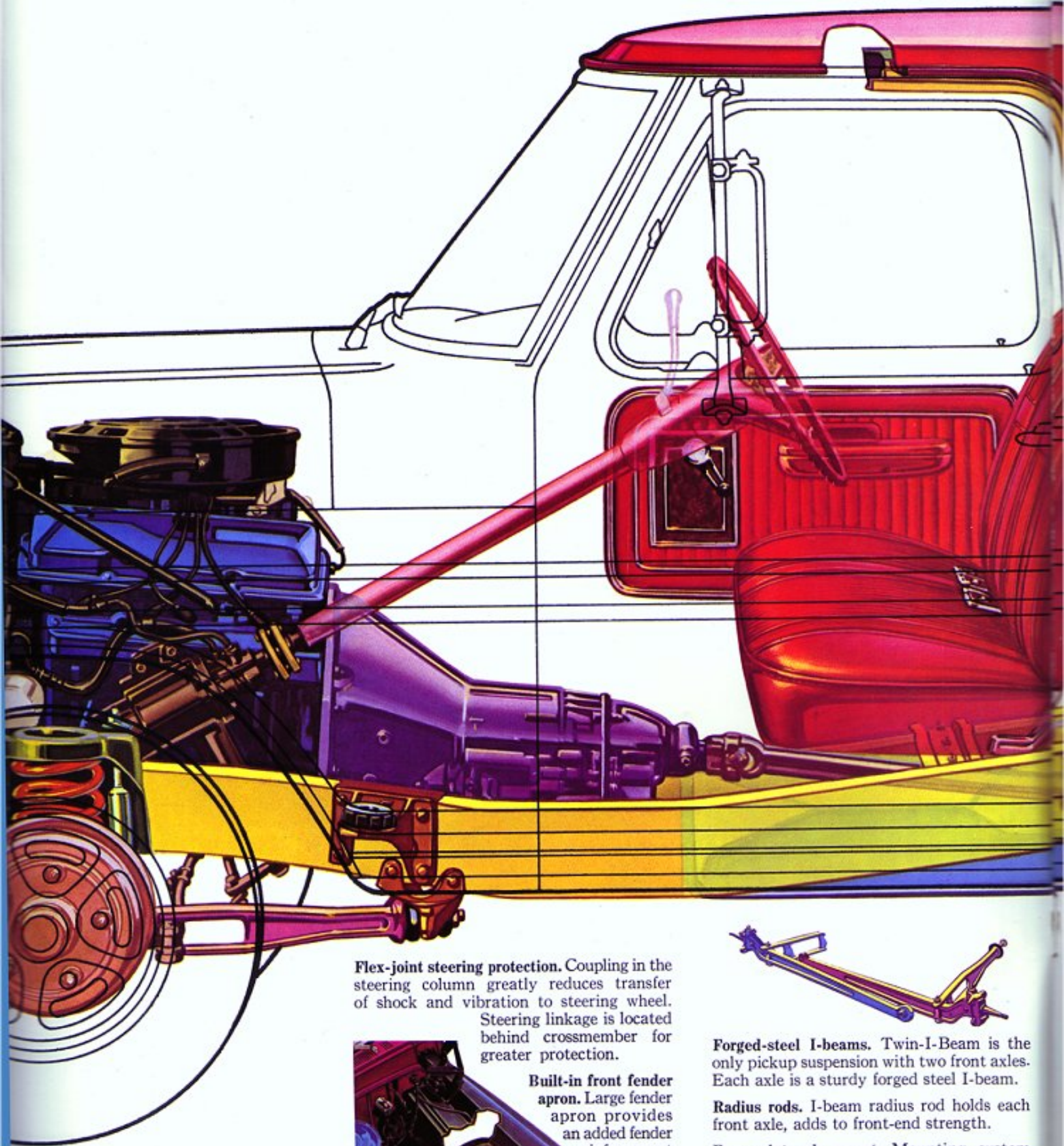
big 300 Six is standard in F-250 and F-350. A 302 V-8 is available in F-100 4 x 2. Also available are the high-performance 360 V-8 (all series) and 390 V-8 (4 x 2's only).

**Big truck-type brakes.** Ford's dependable, self-energizing, self-adjusting brakes have large lining areas and heavy cast drums for easy stops, lower maintenance costs. **Power**

**brakes** are standard on all 4 x 2 pickups with 5500-lb.

GVW's and up. **Power front disc brakes** are also available F-250 4 x 2 and F-350.

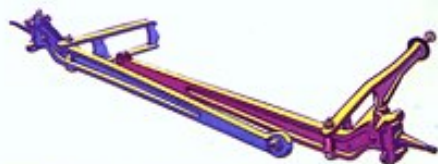




**Flex-joint steering protection.** Coupling in the steering column greatly reduces transfer of shock and vibration to steering wheel. Steering linkage is located behind crossmember for greater protection.



**Built-in front fender apron.** Large fender apron provides an added fender reinforcement for greater structural strength.

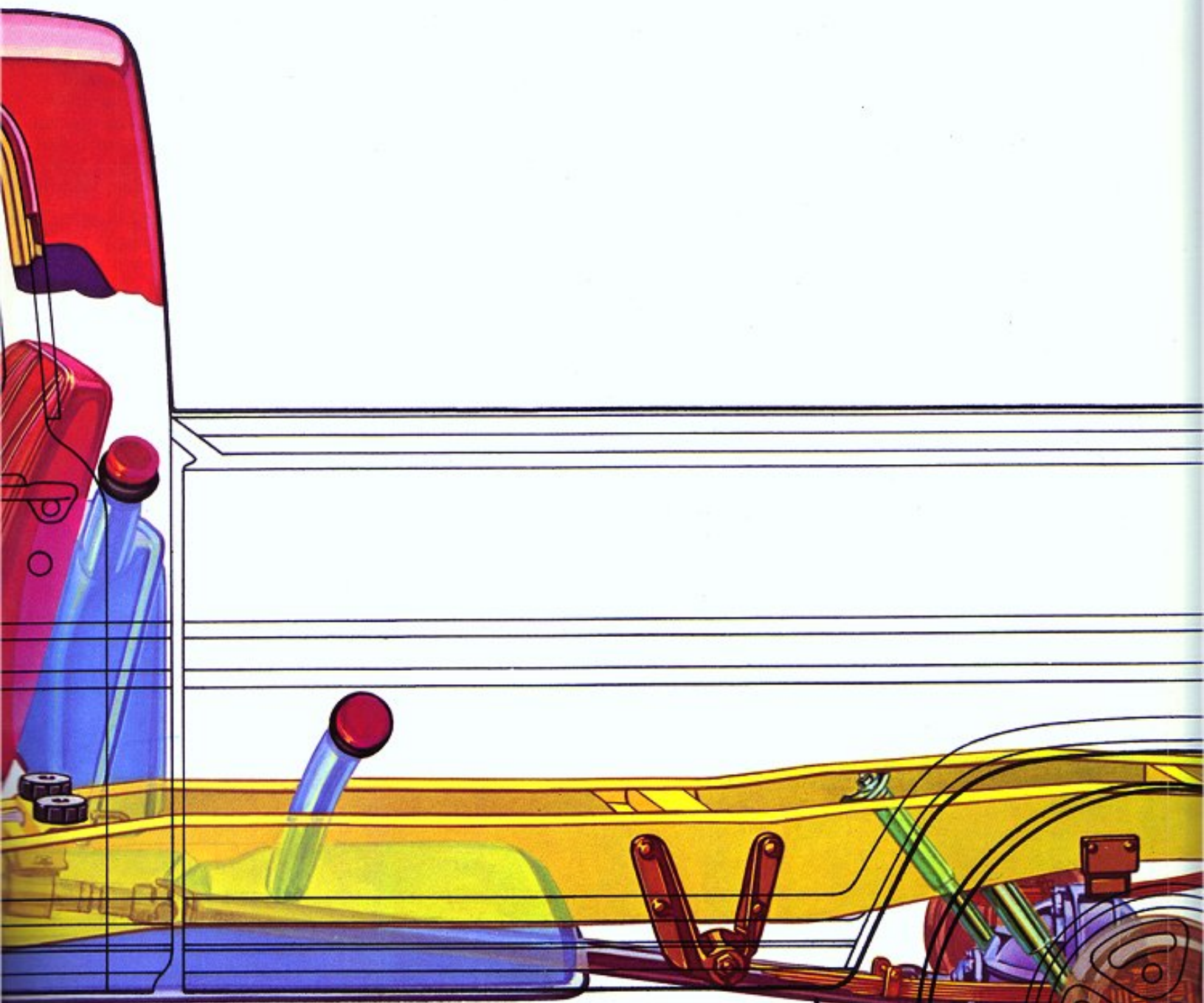


**Forged-steel I-beams.** Twin-I-Beam is the only pickup suspension with two front axles. Each axle is a sturdy forged steel I-beam.

**Radius rods.** I-beam radius rod holds each front axle, adds to front-end strength.

**Four-point cab mount.** Mounting system insulates cab and driver from vibration and shocks. Rubber cab-and-fender mounts contribute to a quiet ride and long cab life.





**Seat upholstery.** Ranger and Ranger XLT (shown) cloth fabric is strong, long wearing, soil resistant, cool and comfortable.

**Seat construction.** Ford seats have two layers of zigzag springs covered with cotton and foam padding. Designed for all-day comfort and contoured support.



**Sturdy frame.** Ford frames are designed to provide a strong backbone. Parallel ladder construction utilizes husky siderails of tough hot-rolled steel and sturdy crossmembers.

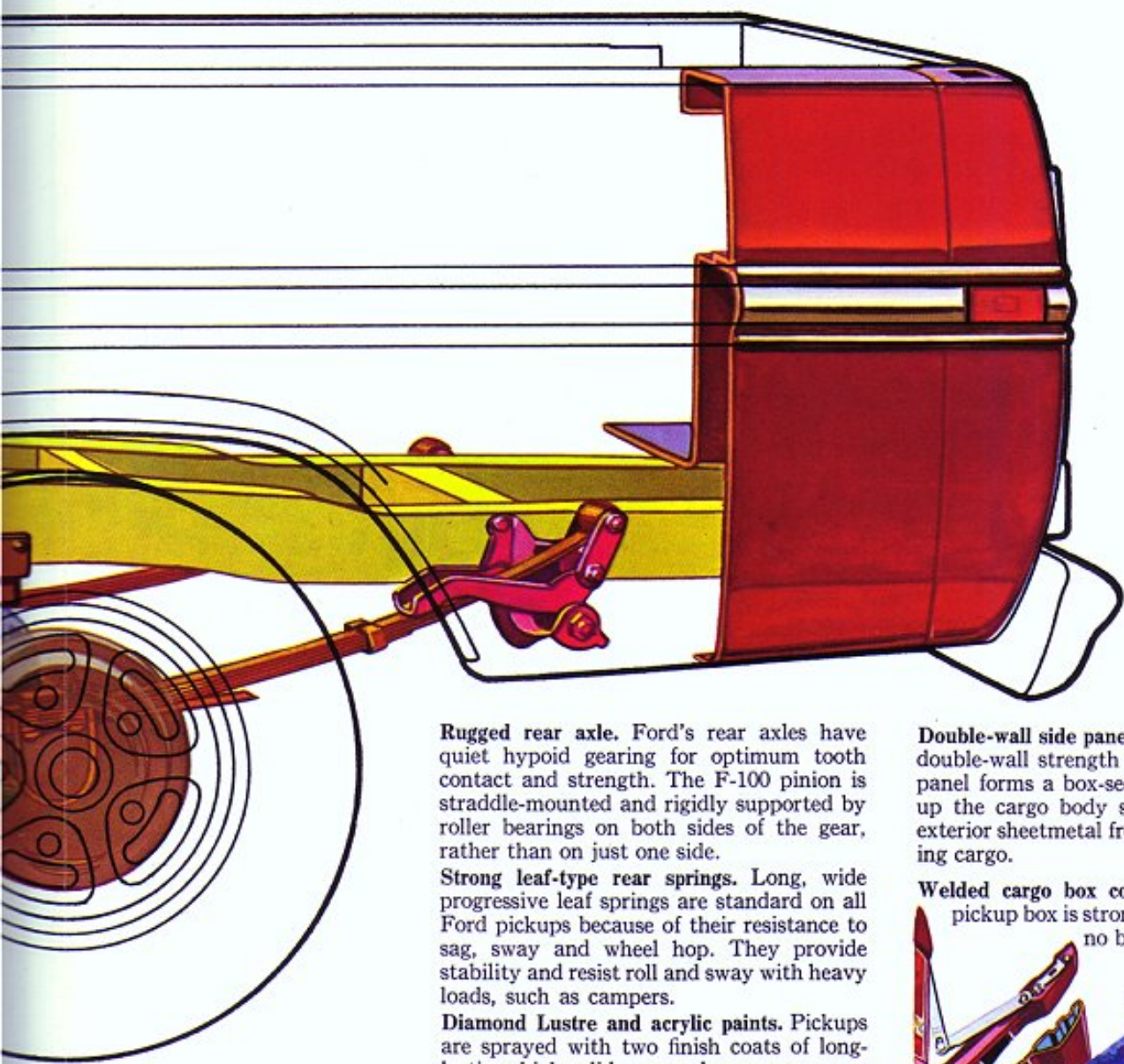
**Double-wall door strength.** Sturdy one-piece inner and outer panels are welded together forming a more solid door assembly. Heavy forged hinges give smooth, solid long-life operation.



**Fully reinforced door frame.**

Sturdy box-section front cab header has roof siderails extending over the door to the door lock pillars. Door pillars are reinforced from the roof to the floor to maintain door alignment, keep doors tight and quiet.





**Rugged rear axle.** Ford's rear axles have quiet hypoid gearing for optimum tooth contact and strength. The F-100 pinion is straddle-mounted and rigidly supported by roller bearings on both sides of the gear, rather than on just one side.

**Strong leaf-type rear springs.** Long, wide progressive leaf springs are standard on all Ford pickups because of their resistance to sag, sway and wheel hop. They provide stability and resist roll and sway with heavy loads, such as campers.

**Diamond Lustre and acrylic paints.** Pickups are sprayed with two finish coats of long-lasting high-solids enamel over epoxy or latex primer for optimum protection against rust. Baked-on, hard-gloss finish has maximum "new looking" color retention.

**Double-wall side panels.** Pickup boxes have double-wall strength and protection. Inner panel forms a box-section support midway up the cargo body side and also protects exterior sheetmetal from the bumps of shifting cargo.

**Welded cargo box construction.** All-welded pickup box is strong and quiet. There are no bolts to work loose and breed rust or rattles.



**Double-wall tailgate.** Easy one-hand center latch operation. Sturdy tailgate with hinged steel straps has the strength to support a ton.



Inside Ford surrounds you with the comfort, convenience and elegance to match its smooth, quiet carlike ride. Wide, deep-cushioned seat holds three with ease, and with the comfort of double springing support. Swept-away instrument panel and angled steering column provide extra knee and legroom. All interiors are color-coordinated with exteriors and feature energy-absorbing sun visors and armrests, recessed squeeze-type door latch handles, seat belts, windshield washers, 2-speed windshield wipers, day/night rearview mirror, left-hand exterior mirror, backup lights and turn signals.

## Inside the truck that rides like a car.

**Custom** interior trim is standard on the lowest-cost Ford Pickups. Features include: deluxe fresh air heater with 3-speed fan • door courtesy light switches • ash tray • wedge-type vent window handles • glove compartment with push-button catch • easy-to-clean hardboard headlining • 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 vinyl inserts.

**Sport Custom** interiors offer (in addition to, or in place of Custom items): extra deep-foam seat cushion • pleated vinyl seat trim inserts with grained vinyl bolsters • color-keyed vinyl door panels with bright moldings • color-keyed floor mats • cigarette lighter. Exterior trim includes bright windshield, rocker panel and wheel lip moldings.





**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 bodyside 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 • additional insulation • convenience group (cargo and engine compartment lights, glove compartment lock, inside 12-inch day/night mirror).

Styleside decor includes bright bodyside moldings with woodgrain accents, bright rocker panel and wheel lip moldings, and woodtone tailgate panel.



Ranger XLT interior (below) shown with optional air conditioner, radio and SelectShift Cruise-O-Matic transmission.





Basic to any carefree outing is proper preparation. Extra care in selecting the right camping unit and gear is very important. Equally important is picking the best transportation. Today's camper bodies and all the equipment they carry can weigh a lot, so just any pickup won't do.

Ford offers "Camper Special" models for pickups and chassis-cabs in the F-250 and F-350 Series. These Camper Specials are available with any level of cab luxury—from Custom to Ranger XLT—and they contain the basic components necessary for more economical and reliable recreation transportation. Features include a 55-amp. alternator, special wiring harness with 12-volt 7-wire sealed cable for camper interior and exterior

lighting, and all the other items shown in the chart at right.

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

**F-350 Camper Special** is the big versatile one with a choice of two wheelbases. The 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 pounds for chassis-mounted cab-over campers up to 14 feet long. Heavy-duty Twin-I-Beam front suspension and big 7400-lb. rear axle are standard.

## Carefree camping begins with the right equipment.



F-250 CAMPER SPECIAL  
RANGER WITH OPTIONAL TOOL STORAGE BOX AND RADIO





Sliding rear window designed especially to allow communication with camper interior. This optional window has sliding center panes to provide a convenient 10½-in. by 20-in. opening. Window is lockable and has an outer molding to accept a weatherseal boot between cab and camper.

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

##### Camper Special Package Includes:

- 55-amp. alternator
- 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 (350)
- "Camper Special" emblem

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

##### MINIMUM OPTIONAL EQUIPMENT REQUIRED

This chart shows GVW and minimum equipment required for Camper Special Package. Equipment shown does not necessarily represent maximum equipment obtainable and in many cases additional optional equipment is available for maximum camper loads. For example, a super cooling package is recommended on the F-250 for extended operation in hot climates. And for optimum handling and stability with full-size campers 9.50 x 16.5 D or E tires are recommended (8.75 x 16.5 E minimum) on single rear wheel units.

GVW (lb.)	F-250		F-350 (SR)	F-350 (DR)	
	6900	7500, 8100	8000	9000	10,000
Engine	V-8		V-8	V-8	V-8
Transmission	4-Spd. or Cruise-O-Matic				
†Tires: Front	8.75x16.5 E <sup>†</sup>	8.75x16.5 E <sup>†</sup>	8.75x16.5 E <sup>†</sup>	8.00x16.5 D	8.00x16.5 D
Rear	8.75x16.5 E <sup>†</sup>	8.75x16.5 E <sup>†</sup>	8.75x16.5 E <sup>†</sup>	8.00x16.5 D	8.00x16.5 E
Front	7.50x16 D	7.50x16 E	7.50x16 C	7.50x16 C	7.50x16 C
Rear	7.50x16 D	7.50x16 E	7.50x16 E	7.50x16 C	7.50x16 C
Maximum 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.	

†Includes 12" x 2½" brakes for F-250. Disc front brakes available F-250 and F-350.

<sup>†</sup>See "minimum optional equipment required" note above.

(SR)= Single rear wheels. (DR)= Dual rear wheels.



F-350 CAMPER SPECIAL WITH CREW CAB



F-100 PICKUP WITH SHELL CAMPER



# Choice of versatile trucks and bodies.

Ford F-Series 4 x 4's are designed with the ground clearance and sturdy components needed to tame tough terrain. They are available as Styleside and Flareside pickups and chassis-cabs. **F-100 4 x 4** (max. GVW 5,600 lb.) has Ford's exclusive Mono-Beam front suspension with full-floating axle, coil springs, forged radius rods and track bar for ruggedness and ride. Steering linkage shock absorber and a single-speed transfer case with 4-speed transmission are standard. **F-250 4 x 4** (max. GVW 7,700 lb.) has heavy-duty front suspension with long, resilient leaf springs and lube-free shackles. Free-running hubs, 2-speed transfer case and 4-speed transmission are standard. F-600 4 x 4's are also available.



**Six-man crew cabs** are available as a complete factory engineered and installed package on Ford F-250 (4 x 2 and 4 x 4), F-350 and F-600 Series. Two comfortable full-width seats accommodate six husky men with ease. Four large, wide-opening doors allow quick and convenient entry and egress. Ford crew cabs are offered with 6½- or 8-ft. Styleside or Flareside pickups, Camper Specials, or as chassis-cabs. They provide a happy combination of carlike roominess and comfort with truckload capacity.



**Ford F-350 dual-rear-tire chassis-cabs** are the biggest trucks with Twin-I-Beam riding smoothness. Ford's heavy-duty Twin-I-Beam front axles are rated at 3,800 pounds. The F-350 offers a maximum GVW rating of 10,000 pounds. This big truck capacity, low loading height, long 135- and 159-inch wheelbases (60- and 84-inch CA's) make the F-350 a popular choice for 9- to 12-foot bodies. Camper Specials handle chassis-mounted cab-over campers up to 14 feet long. Chassis-cowl or chassis-windshield models and 9-ft. Flareside pickups are also available. Ford F-350's are the hefty-hauling, smooth-going way to speed deliveries or enjoy big camper body recreation fun.



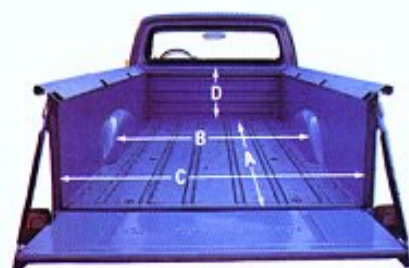




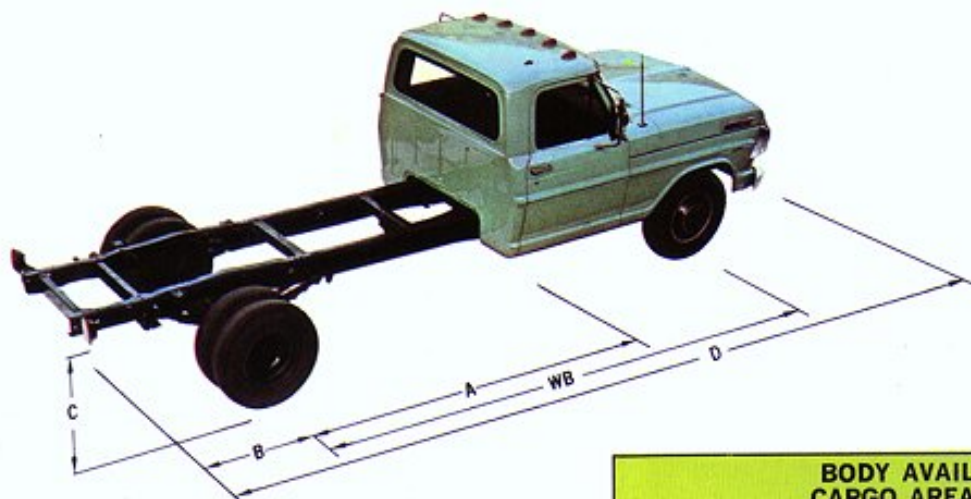
**Styleside** pickups, available in 6½- and 8-ft. lengths, have sleek body panels extending all the way forward to hug the rear cab corners. The pickup box features strong, double-wall side panel construction, a sturdy tailgate that can support a ton, wide-apart flattop wheelhousings, deep stake pockets,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



**Platform-Stakes** in 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 are straight-grained hardwood; stakes are steel.



**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.



**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	159	
Back of cab to rear axle (A)	40	56	56	84	
Rear axle to end of frame (B)	36.8	40.6	40.6	38.5	47.5
Frame to ground ht.—empty (C)	25.4	25.8	26.6	26.8	26.5
Overall length (D)	182.5	202.3	202.3	204.2	237.2

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.)
<b>STYLESIDE PICKUPS</b>							
F-100	115	6½	78.2	49.0	65.0	19.3	60.3*
	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*
<b>FLARESIDE PICKUPS</b>							
F-100	115	6½	77.9	49.0	49.0	20.3	45.0
	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*
<b>STAKE OR PLATFORM</b>							
F-350	135	9	106.0†	—	82.1†	31.2	—
			109.4‡		87.3‡		
	159	12	142.0†	—	82.1†	42.0	—
			145.4‡		87.3‡		

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



# Capacity

The maximum load capacities and GVW (Gross Vehicle Weight) ratings of Ford light-duty trucks are higher than ever before for most series. And each series now gives you a greater choice of weight capacities within its broader range of GVW ratings. Ford's expanded lineup of ratings enables you to pick a vehicle load capacity to match your job with greater ease and accuracy.

The chart below shows how to find the proper pickup for your job. First, select the needed pickup box length (6½ ft. with 115-in. wheelbase, 8 ft. with 131-in. wheelbase or 9 ft. with 135-in. wheelbase) and then move to the next column for

your desired payload. Following your desired load is the truck series (F-100, F-250 or F-350) and the GVW package rating and the components included with each rating.

This chart is only a general guide. The specification section (on the back cover) shows many of the additional heavy-duty components you may want to consider. Your Ford Dealer can provide complete details. He'll be happy to talk over your intended truck usage, take into consideration any special factors—like the hot or cold climate special options listed beneath the chart—and make a careful recommendation for your exact needs.

**A GUIDE TO PICKUP PAYLOADS • GVW PACKAGE SELECTOR**

Pickup Box length	Desired payload including driver and passengers	Model	GVW Package Rating	Equipment included with GVW Rating			
				Front Axle	Front Springs	Rear Springs	Tires
6½ ft.	945 lb.	F-100	4450 lb. (std.)	2750 lb.	2580 lb.	2350 lb.	G78-15B
	1465 lb.	F-100	5000 lb.	3000 lb.	2580 lb.	2950 lb.	G78-15B
	1835 lb.	F-100	5500 lb. †	3000 lb.	2580 lb.	3300 lb.	G78-15D
8 ft.	945 lb.	F-100	4550 lb. (std.)	2750 lb.	2580 lb.	2350 lb.	G78-15B
	1365 lb.	F-100	5000 lb.	3000 lb.	2580 lb.	2950 lb.	G78-15B
	1730 lb.	F-100	5500 lb. †	3000 lb.	2830 lb.	3300 lb.	G78-15D
	2375 lb.	F-250	6200 lb. (std.)	3000 lb.	2880 lb.	3780 lb.	8.00 x 16.5D
	3015 lb.	F-250	6900 lb. *	3150 lb.	2880 lb.	4430 lb.	8.00 x 16.5E
	3565 lb.	F-250	7500 lb. *	3500 lb.	2880 lb.	5480 lb.	8.75 x 16.5E
9 ft.	3720 lb.	F-250	8100 lb. *	3500 lb.	3150 lb.	5780 lb.	8.75 x 16.5E
	2440 lb.	F-350	6600 lb. (std.)	3800 lb.	3450 lb.	4050 lb.	8.00 x 16.5D
	3750 lb.	F-350	8000 lb.	3800 lb.	3450 lb.	5450 lb.	8.75 x 16.5E
<b>Body length</b> 9 ft.	6075 lb. ††	F-350	10,000 lb. (max.)	3800 lb.	3450 lb.	7250 lb. and 1100 lb. Aux.	8.00 x 16.5D front and 8.00 x 16.5E dual rear
12 ft.	5855 lb. ††	F-350	10,000 lb. (max.)	3800 lb.	3450 lb.		

†Power brakes included. \*12" x 2½" HD brakes included. ††Body and payload allowances available on Ford F-350 dual rear-wheel models with a maximum GVW of 10,000 pounds.

**Twin-I-Beam independent front suspension** is a Ford exclusive for strength and a smooth ride. No other pickup has the built-in stamina of two sturdy front axles. Each front wheel is attached to its own forged steel I-beam axle. Each axle is cushioned by a big, durable coil spring and held by a forged steel radius rod. Ford's suspension system plus wide-track design provides easy steering, sharp turns, stability, low maintenance costs and long tire life.

**Ford hot and cold special options.** Too hot? Choose the Ford Super-Cooling package with big 635-sq. in. radiator for F-100 (4 x 2 only) and F-250 with big V-8's.

Too cold? Ford's Northland Special option package provides engine-block heater, heavy-duty battery and alternator, 50% (-35°F) antifreeze, and Traction-Lok rear axle for easier starts in frigid weather and better traction in snow.

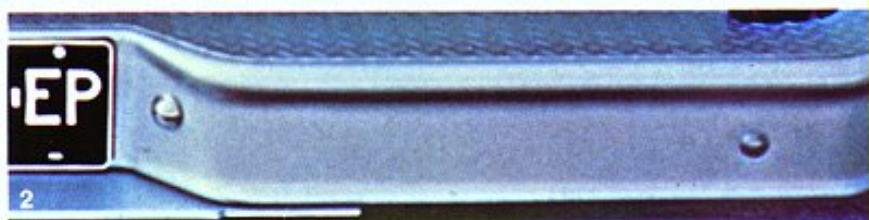




# Options

1. **Air conditioner** lets you keep your cool. Cools cab to 75° even on a 110° scorcher. Also heats, ventilates and defrosts for year-round comfort. 2. **Rear step bumper** for Stylesides. 3. **SelectShift Cruise-O-Matic** gives both fully automatic and manual shifting. 4. **Spare tire carrier** located inside Styleside box (either side) or outside Flareside box ahead of left fender. 5. **Convenience group** (standard XLT) includes cargo light, inside 12-in. day/night mirror, glove box door lock and engine compartment light. 6. **Remote-control mirror** for driver's door. 7. **Western mirrors**. 8. **Tool box** with door lock (8-ft. Stylesides) is located in lower right side. 9. **Auxiliary fuel tank** (frame mounted) in addition to, or in place of standard tank. 25-gal. (F-250) for a combined total of 44.5 gal.; 20.2 (F-100) for a combined total of 38.2. 10. **AM/FM stereo radio** with speakers in doors, or AM radio. 11. **Full wheel covers** or mag-style (see page 2) are available for 15-in. wheels.

**Other popular options include:** Black textured roof with bright belt and drip moldings • Electric Power Pak (2500-watt underhood generator) provides 110/120 volts • Sliding rear window • Power steering (N.A. 4 x 4's) • Power front disc brakes (F-250 4 x 2 and F-350) • Power brakes for F-100 and 4 x 4's • Ammeter and oil pressure gauge • Styleside body moldings • Bright hub caps • Chrome contour rear bumper for Stylesides • Painted channel rear bumper for Flaresides • Protection group with door edge and front bumper guards • Tinted glass all around • Shoulder harness • Dual electric horns • Heavy-duty black vinyl seat trim • Free-running front hubs for F-100 4 x 4's (std. F-250) • Oil-bath engine air cleaner.







## Ford Ranchero—the pickup car.

New strength, spirit and luxury . . . all in a high-styled pickup. Choice of popular Ranchero 500 (shown), sporty GT or elegant Squire. Engines up to 429 cubic inches big. Ask for a Ranchero catalog.

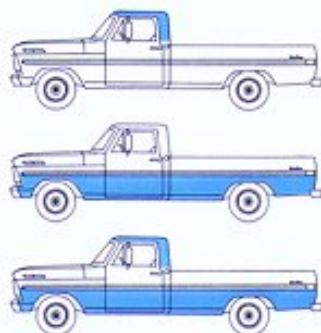
### Colors and Combinations

**Standard Colors:** Wimbledon White, Mallard Green, Seapine Green Metallic, Winter Green, Calypso Coral, Candyapple Red, Royal Maroon, Prairie Yellow, Tampico Yellow, Swiss Aqua, Wind Blue, Bahama Blue, Bay Roc Blue Metallic, Sequoia Brown Metallic, Chrome Yellow, Pure White. A total of 46 different two-tones 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. Consult your Ford Dealer for the other accent color combinations as well as the 138 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 (Styleside pickups only):** Regular and Deluxe two-tone options are combined with the accent color applied as specified above for these two options.



### SPECIFICATIONS

EQUIPMENT	TWO-WHEEL DRIVE			FOUR-WHEEL DRIVE	
	F-100	F-250	F-350	F-100 (4 x 4)	F-250 (4 x 4)
Maximum GVW	5500 lb.	8100 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
Rating	2750 lb.	3000 lb.	3800 lb.	3300 lb.	3300 lb.
Optional Rating	—	—	—	—	3500 lb.
Axle, Rear: Capacity	3300 lb.	5300 lb.	7400 lb.	3300 lb.	5300 lb.
Ratios (to 1)**	3.70, 3.00, 3.25, 3.50	4.10, 3.54, 3.73, 4.56*	4.56, 3.73, 4.10	3.70, 3.50, 4.11	4.10
Optional Limited-Slip Diff. Rating	3300 or 3600 lb.	5300 lb.	7400 lb.	3600 lb.	5300 lb.
Ratios (to 1)**	3.300—3.70 3.600—3.50	3.54, 3.73, 4.10	4.10	3.50, 4.09	4.10
Brakes, Service: (Self-adjusting) Front	11½" x 3"	12¼" x 2"	12" x 3"	11" x 2"	12¼" x 2"
Rear	11½" x 2¼"	12¼" x 2"	12" x 3"	11½" x 2¼"	12" x 2½"
Power (Vacuum Booster)	8.9" dia. Opt.	8.9" dia. Std.	8.8" dia. Std.	7.9" dia. Opt.	7.9" dia. Opt.
Optional Brake Size	—	12" x 2½"†, Front Disc <sup>‡</sup>	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 or 55 amp.	42 or 55 amp.	55 amp.	42 or 55 amp.	42 or 55 amp.
Engine: Displacement	240 Six	300 Six	300 Six	240 Six	300 Six
Optional	302 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
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: Rating (66 grd. (lb.) (w/Sixes—V-8's))	1290—1415	1440—1575	1725—1725#	1365‡—1490	1550—1550
Optional	1415—1500	1575—1650	—	1490—1600	1715
Springs, Rear: Rating (66 grd. (lb.))	1175	Flex-O-Matic 1890	2025	1465	1975
Optional Main	Flex-O-Matic 1475, 1850	Flex-O-Matic 2215, 2740	2725, 3525, 3525	1875	2700
Optional Auxiliary	420	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	4-Speed
Optional	4-Speed & Cruise-O-Matic	4-Speed & Cruise-O-Matic	Cruise-O-Matic	—	—
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 PT	8.00 x 16.5 D	8.00 x 16.5 D	G78-15 B PT	8.00 x 16.5 D
Optional	—	—	—	—	—

\*8000 lb. w/single rear tires. †Included w/390 V-8. ‡11½" dia. clutch incl. w/390 V-8. ‡Includes 12" x 2½" rear brakes and 8.8" booster. #Includes 12" x 2½" front and rear brakes. ‡1490 w/131" wb. # 1850 w/159" wb. \*\*See your Ford Dealer for availability. PT=passenger type. Use adequate tires for loads and type of service. Consult your Ford Dealer.

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# FORD TRUCKS

