

1967 FORD 4-WHEEL DRIVE

F-100/F-250



**Outside:
New Style—
As Tough and
Durable As
It Looks!**

F-100 4 x 4 . . . new straight-line styling . . . massive grille with parking lamps integral with headlight assembly . . . broad hood and expansive cab give 1967 4-wheel-drive Fords a look of ruggedness . . . and they are rugged! F-100 4 x 4's are available as Styleside and Flareside pickups and chassis-cab models with 115- and 131-inch wheel-

bases and 6½-ft. and 8-ft. pickup bodies respectively. The new, longer 131-inch wheelbase provides a longer cab-to-rear axle dimension which permits more load to be transferred to the front axle for improved ride and handling. In addition, 131-inch wheelbase F-100 Camper Specials are available with standard cab or Custom Cab or as Ranger models.



F-250 4 x 4's . . . available as Styleside and Flareside pickups with 8-ft. bodies, chassis-cab, stake and platform models. A new, longer 131-inch wheelbase provides improved ride and handling for all models. The F-250 4-wheel-drive Ford is built to handle big payloads on severe, off-road jobs. Features include a leaf-type front spring

suspension, progressive leaf-type rear springs with a single taper-leaf secondary stage, two-speed transfer case, heavy-duty clutch and a choice of three engines. A 240-cu. in. Six, 300-cu. in. Six or a 352-cu. in. V-8 teamed up with a 3- or 4-speed synchronized manual transmission provides the power needed for rugged, off-road operations.

Rugged Power— Husky Suspensions for Easy Handling

TOTAL PERFORMANCE FORD ENGINES

Three high performance Ford engines are available for F-100 and F-250 4 x 4's. The 240-cu. in. Six is standard; a 300-cu. in. Big Six and 352-cu. in. V-8 are optional engines for both series. These high displacement engines are designed to maintain road speeds while operating in the economy rpm ranges without excessive engine speeds or strain. Result: more miles per gallon, longer engine life and less engine downtime.



ENGINE SPECIFICATIONS

MAX. GROSS HP (BHP @ RPM)	
MAX. NET HP (BHP @ RPM)	
MAX. GROSS TORQUE (LBS-FT @ RPM)	
MAX. NET TORQUE (LBS-FT @ RPM)	
DISPLACEMENT (CU. IN.)	
BORE AND STROKE (IN. x IN.)	
COMPRESSION RATIO (TO 1)	



Mono-Beam Front Suspension . . . Ford's proven Mono-Beam front suspension provides outstanding stability, ride and handling for F-100 4 x 4's . . . unmatched by any competitive 4-wheel-drive vehicle. (Ford's 4-wheel-drive Bronco also

24,000-Mile (or 24-Month) U.S. Warranty—Ford Motor Company warrants to U.S. owners as follows: That for 24,000 miles or 24 months, whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire com-

F-100 STYLESIDE 4 x 4 PICKUP

SEE THE BRONCO CATALOG FOR INFO



352-CU. IN. V-8

SIX	300 SIX	352 V-8
4000	170 @ 3600	208 @ 4400
4000	150 @ 3600	172 @ 4000
2200	283 @ 14-2400	315 @ 2400
2000	272 @ 14-2100	295 @ 2000
40	300	352
3.18	4.0 x 3.98	4.0 x 3.5
.2	7.9	8.9



Dual Safety Brake System . . . is standard on both F-100 and F-250 4 x 4 series Fords. A tandem piston master brake cylinder operates two separate hydraulic brake sub-systems (front brakes and rear brakes). In the event one system fails, the other brake system takes over and remains operative.



(as a Mono-Beam front suspension.) Radius rods absorb driving and braking torque; front coil springs provide a softer ride and a track bar maintains axle alignment and provides lateral stability for both on-or-off-highway service.

Warranty. Owners will remain responsible for normal maintenance services, routine replacement of parts such as filters, spark plugs, ignition points, wiper blades, brake or clutch linings, and normal deterioration of soft trim and appearance items. The warranty described herein is applicable to products normally manufactured in the U.S.A. and Canada.



F-250 4 x 4 Front Suspension . . . consists of rugged, long-life front leaf springs with lubrication-free shackles. Double-acting front and rear shock absorbers ease the ride over rough terrain.

6000-Mile Lubrication Maintenance Schedule . . . F-100 and F-250 4 x 4's require a minor chassis lubrication, engine oil change, oil filter change and oil-bath air cleaner service only every 6,000 miles. Consult your Ford Dealer for other scheduled services.

Engineered for Maximum Traction



TRANSFER CASE

F-100 4 x 4's have a rugged single-speed direct drive transfer case coupled to a 4-speed transmission. F-250 4 x 4's have a two-speed transfer case (1.86 and 1.00 to 1 ratios) and a 3-speed transmission. A 4-speed transmission is optional. Power take-off openings are on 4-speed transmissions and the F-250's 2-speed transfer case.

SHIFT LEVER

Both series have a single shift lever to operate the transfer case. Shifting from two-wheel drive to four-wheel drive is accomplished without stopping or clutching. Simply move the shift lever forward or back according to the shift pattern shown on the shift lever knob.



FRONT DRIVE AXLE

The front drive axle is a single-speed, full-floating axle with hypoid-type drive gearing. Gears are of alloy steel, heat-treated and carburized for extra strength. Carrier housing is a cast center section with a bolted-on cover plate. Housing consists of steel axle tubes that are press-fitted and welded to the carrier housing.



FRONT DRIVE COMPONENTS

Front-drive Cardan universal joints provide an even flow of power to the front wheels in all turning positions. Optional free-running front hubs eliminate front axle gear drag and wear when operating in two-wheel drive. Steering gear provides precise low effort steering.



Inside: New Comfort— Smarter, Roomier and Safer, Too!

1967 F-100 and 250 4 x 4 cab interiors are attractive, roomier and more carlike in appearance than ever! New interiors include a completely redesigned instrument panel with padded dash; a wider, more carlike instrument cluster; interior trim colors that are keyed to exterior paint colors; a full-width seat that is 3 inches wider; bright aluminum door scuff plates retain the floor mat . . . even a reversible ignition key. Bucket seats are optional for all cabs.

STANDARD CAB . . . Interior features include the above plus a one-piece hard-board headlining, slide-action cowl-side air vents, attractive cowl inner panels and red, blue, green or beige vinyl seat trim.

CUSTOM CAB . . . Is available for those who prefer luxury and more comfort. Custom Cab features include woven-plastic seat trim in blue, red, green or beige, deep-foam cushioned full-width seat, color-keyed arm rests, padded dash and floor mat, bright-finish horn ring, custom instrument panel, bright-metal headlining retainer, windshield moldings, grille and headlight assembly.

RANGER . . . for those who prefer the ultimate in custom appearance, comfort and convenience. Ranger is available for F-100 and 250 4 x 4 Styleside pickups. Ranger includes bright-finish interior and exterior trim items such as hub caps, front bumper, grille and headlight assembly, horn ring, instrument cluster, window frames, rocker panel and wheel lip moldings. Along with these are: wall-to-wall carpeting, courtesy light door switches, deluxe seat belts with retractors, deep foam seat cushion with clothlike vinyl seat trim.



RANGER CAB INTERIOR

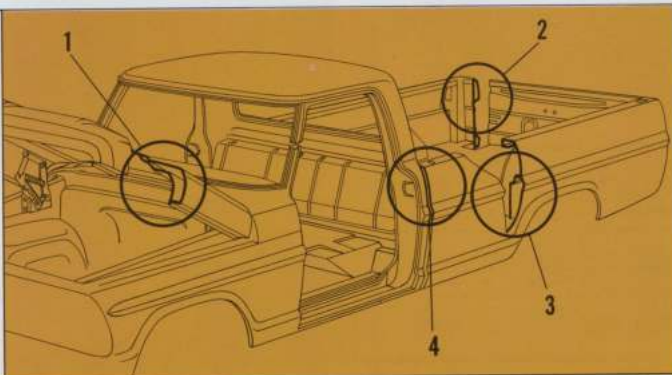
Standard Safety Features . . . Safety equipment now standard on all F-100 and 250 4 x 4's includes seat belts for driver and passenger, seat belt anchorage for center passenger, two shoulder harness anchors, padded instrument panel, left- and right-hand padded sun visors, emergency lamp flasher, dual hydraulic brake system with warning light, windshield

washers, 2-speed windshield wipers with non-glare wiper arms, backup lights, interior and left-hand outside rectangular rearview mirrors for pickups, 5 x 8-inch left- and right-hand outside rearview mirrors for chassis-cab, stake and platform models, non-glare instrument cluster, recessed instruments and control knobs and safety door latches and hinges.

Total Durability

Durability features that help keep Ford pickups solid and tight over the years include:

- (1) a new double-wall hood provides added strength, rigidity and stability
- (2) tailgate with double-wall sections is strong enough to support loads of up to a ton
- (3) double-wall side panels of Styleside pickup prevent damage to outside sheet-metal in case cargo shifts or rolls around
- (4) a separate cargo box permits cab and box to flex separately when hauling big loads over rough terrain



Versatile at Work or Play!



REAR-MOUNTED, PTO-DRIVEN MOBILE WORKSAVERS, such as post-hole diggers, feed mills, saw mills, hay balers, and other gear, belt or hydraulically actuated attachments are easily installed.



WRECKER EQUIPMENT can be mounted on Ford 4 x 4 pickups or chassis-cabs. Other special equipment needed by linemen, field crews, landscapers, etc., is easily installed on these versatile 4 x 4's.



8-FT. CAMPER BODIES can be hauled virtually anywhere when mounted on an F-100 4 x 4 Camper Special. The Camper Special Package is available on all 131-inch wheelbase F-100 models.

F-100 4 x 4 CAMPER SPECIAL PACKAGE (pickups & chassis-cab)

CAMPER SPECIAL PACKAGE INCLUDES:

- 70 ampere-hour battery • Oil pressure gauge
- Ammeter • Deluxe fresh air heater
- Dual electric horns
- Dual chrome 6" x 10" Western-type mirrors
- Extra cooling radiator • Extended tailpipe
- Camper wiring harness* • "Camper Special" emblem

*Includes 12-volt 5-wire sealed cable (without connectors) for camper body

MINIMUM REQUIRED EQUIPMENT:

Max. Camper Length.....	8 ft.
Wheelbase.....	131 inches
Engine.....	300 Six or 352 V-8
Transmission.....	4-speed (standard)
Alternator.....	.55 ampere
Springs, Rear.....	1650 lb.
Tires, Front, Rear and Spare.....	.815 x 15 8 PR TT or 7.00 x 15 6 PR TT

OPTIONAL CUSTOM CAB AND RANGER (Styleside Pickup only) ARE AVAILABLE FOR F-100 4x4 CAMPER SPECIAL MODELS

Specifications

	F-100 4 x 4	F-250 4 x 4
Standard GVW Rating: (lb.).....	5600.....	6800
Optional ratings (lb.).....	4600, 4900, 5400.....	4900, 6100, 7700
Alternator.....	38 amp.—570 watt.....	38 amp.—570 watt
Optional.....	45, 55 or 65 amp.....	45, 55 or 65 amp.
Axle, Front: Capacity (lb.).....	3000.....	3000
Optional axle (lb.) (incl. 1400-lb. springs).....	N.A.....	3500
Axle, Rear: Capacity (lb.).....	3300.....	5200
Optional.....	370 w/Sixes, 3.50 w/V-8, 4.11 opt. w/Sixes & V-8.....	4.56
Ratios (to 1).....	3600.....	5200
Optional Limited-Slip Differential—Cap'y (lb.).....	4.10 Six or V-8, 3.54 w/V-8.....	4.56
Ratio (to 1).....	54 plates—45 amp-hr.....	54 plates—45 amp-hr
Battery: Standard.....	66 plates—55, 70 amp-hr.....	66 plates—55, 70 amp-hr
Optional.....	Self-adjusting.....	Self-adjusting
Brakes, Service: Dual safety hydraulic system.....	11 x 2—11 x 1 1/4.....	12 1/2 x 2—12 x 2 1/2
Size (in.) front—rear.....	Foot-operated.....	Orscheln lever-operated
Brakes, Parking: Cable actuation of rear brakes.....	HD 11.....	HD 11
Clutch: Dia. (in.).....	123.7.....	123.7
Lining area (sq. in.).....	240 Six.....	240 Six
Engine: Standard.....	300 Six, 352 V-8.....	300 Six, 352 V-8
Optional.....	3.71 w/15 wb., 4.14 w/131 wb.....	5.58
Frames: Section Modulus.....	1125 w/Sixes, 1250 w/V-8.....	1200
Shock Absorbers: Double-acting, telescopic.....	1250, Progressive.....	1700, Progressive
Springs, Front: Capacity @ pad (lb.).....	1650, Single-stage.....	1650, Progressive
Springs, Rear: Capacity @ pad (lb.).....	N.A.....	Single leaf, 550
Optional (lb.).....	1-speed.....	2-speed
Transfer Case: Constant-Mesh.....	4-speed New Process 435.....	3-speed Ford
Transmissions: Synchro-Silent type.....	5—5-hole disc—5.5K.....	4-speed New Process 435
Optional—Synchro-Silent type.....	5—8.15 x 15 APR TT.....	5—8-hole disc—6.0
Wheels: No.—type—rim size.....	4—6.00 x 16.5 6PR TT.....	4—6.00 x 16.5 6PR TT
Standard Tires: Tubeless, No.—Size.....	Use adequate tires for loads and type of service. Consult your Ford Dealer!	
Optional Tires: Both tubular and tube-type tires in sizes to match GVW requirements. Note: Use adequate tires for loads and type of service. Consult your Ford Dealer!		
Standard Colors: Ranger, Red, Pebble Beige, Raven Black, Holly Green, Springtime Yellow, Frost Turquoise, Harbor Blue, Lunar Green, Wimbledon White, Pure White, and Chrome Yellow. A two-tone effect is available by combining any standard color (except Pure White and Chrome Yellow) with Wimbledon White on roof and around cab back panel above belt line. A deluxe two-tone paint option is also available for Styleside Pickups separately or in combination with regular two-tone paint option.		

Options: Free-running Front Hubs • Auxiliary Rear Springs • Custom Cab • Bucket Seats • Tinted Windshield or Tinted Glass All-Around • Telescopic 5 x 8-inch, 7 x 11-inch Adjustable Western-type or 6 x 10-inch Swing-Away Outside Rearview Mirrors • Radio and Antenna • Custom Deep-Foam Seat Cushion for Standard Cab • Chrome Bumpers • Brush-type Grille Guard • Body Side Moldings for Styleside Pickups • HD Black Vinyl Seat Trim • Side-mounted Spare Tire Carrier.

The specifications contained herein were in effect at the time this literature was approved for printing. Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design without incurring obligation. All options and accessories are extra. Models not tested or referred to as optional or available in this literature are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

EVERY 1967 FORD 4 X 4 has been designed and quality-built to provide safer, more dependable service. Numerous new safety items are standard equipment in every 1967 Ford Truck. Safety also depends upon the proper operation and maintenance of a vehicle . . . and the continued use of the safety equipment provided.

YOU'RE AHEAD IN A FORD ALL THE WAY!

