

1966 FORD TRUCKS

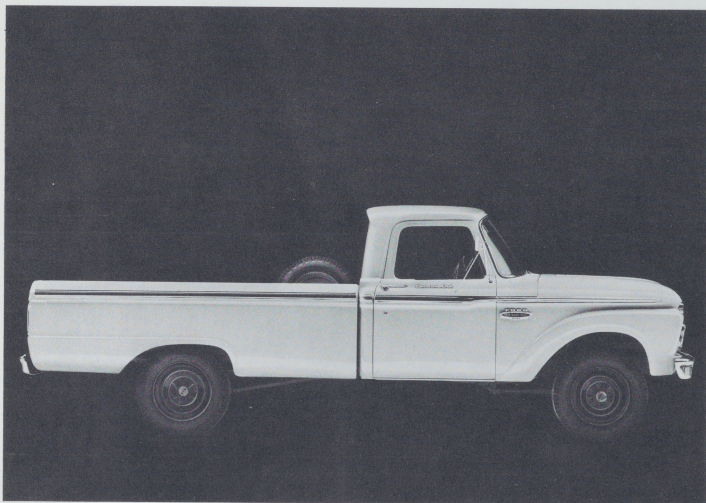
F-100/F-250

FOUR-WHEEL DRIVE



SEE THE BRONCO CATALOG . . .
FORD'S SPORTY NEW 4-WHEEL-DRIVE ALL-PURPOSE VEHICLE!

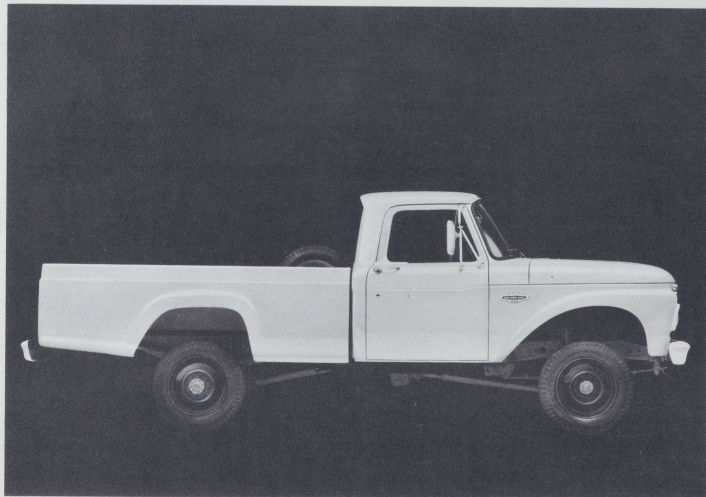
1966 FORD 4x4's FEATURE THE NEW LOW-SILH



F-100

The 1966 Ford F-100 4 x 4 features the maximum traction and maneuverability of a four-wheel-drive vehicle combined with the low-slung appearance of a conventional F-100. Although over two inches lower than previous Ford 4 x 4's, the new F-100 4 x 4 has an improved ramp break-over angle to reduce the possibility of "hanging up" in rough cross-country terrain.

Additional new features include: two wheelbases, 115 and 129 inches . . . Styleside and Flareside pickup boxes in 6½- and 8-ft. lengths . . . Mono-Beam front suspension with easy-riding coil springs . . . smaller turning diameter . . . simplified front drive components and a transfer case with single shift lever.



F-250

The big, brawny F-250 4 x 4 Pickup is built to handle payloads up to 3325 lb. on off-road jobs. Deep-channel heavy-gauge SAE standard width frame, full-floating rear axle, progressive leaf-type rear springs with Ford's new single taper-leaf secondary stage, two-speed transfer case, heavy-duty clutch and a choice of engines up to 208 horsepower make this 1966 F-250 4 x 4 ideally suited for a wide range of demanding jobs.

Ford F-250 4 x 4's are available as pickup, chassis-cab, stake and platform models. Chassis-cab models are well suited to accommodate a variety of custom-built bodies for special applications, such as wreckers and utility vehicles.

FOR ADDITIONAL INFOR

ETTE F-100!

F-100 WITH NEW MONO-BEAM FRONT SUSPENSION

Because of its new and exclusive Mono-Beam front suspension, the 1966 F-100 4 x 4 offers riding quality, handling and stability that are unmatched by any other 4-wheel-drive truck.

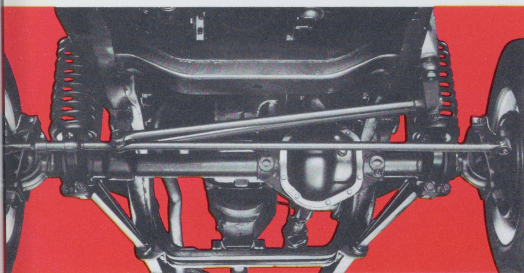
Akin to the famous Twin-I-Beam front suspension used on two-wheel-drive Ford pickups, Mono-Beam suspension has coil springs, forged steel radius rods and a track bar to maintain axle alignment.

The front drive axle is held firmly in place by rugged forged steel radius rods to take driving and braking torque. The radius rods are

insulated from both the frame and axle with heavy insulating bushings that absorb road shocks, decreasing vehicle vibration appreciably. This mounting system virtually eliminates axle twist, reducing strain on universal joints and increasing joint life.

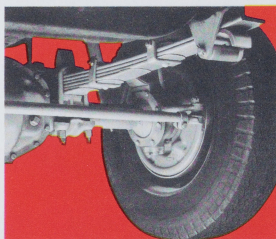
A heavy steel track bar provides lateral stability.

Individual coil springs provide a softer ride. With the axle held firmly in place by the radius rods and track bar, the springs are loaded only in the vertical direction and can cushion most effectively and last longer.

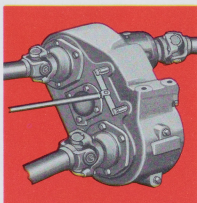


F-250 FRONT SUSPENSION

F-250 4 x 4's use slipper-type front leaf springs similar to those used in Ford medium- and heavy-duty trucks. Double-acting front and rear shock absorbers ease the ride over rough roads.

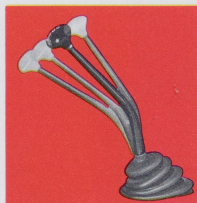


DESIGNED FOR MAXIMUM TRACTION SERVICE



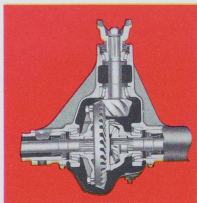
TRANSFER CASE

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 (4-speed transmission is optional). Power takeoff openings are provided on both transfer cases.



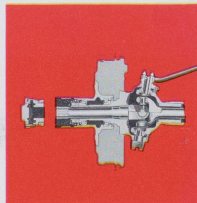
SHIFT LEVER

Both series use a conveniently located, single shift lever to operate the transfer case. Shifting from two-wheel direct to four-wheel direct is accomplished without stopping or clutching by moving the shift lever either up or down according to the shift pattern shown on the 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. The carrier housing is a cast center unit with a bolted-on cover plate. Housing consists of steel axle tubes, press-fitted and welded to a carrier housing.

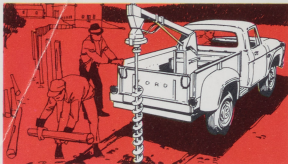


FRONT DRIVE COMPONENTS

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

INFORMATION ON FORD F-100 AND F-250 TRUCKS . . . ASK FOR THE F-100 AND F-250 PICKUP CATALOG

FORD 4 x 4 TRUCKS ARE VERSATILE!



REAR-MOUNTED PTO-DRIVEN mobile work-savers, such as post-hole diggers, feed mills, saw mills, hay balers, and many other gear, belt or hydraulically actuated attachments may be easily installed.



WRECKER EQUIPMENT is ideal 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 trucks.



8-FT. CAMPER COACH bodies can be hauled almost anywhere when mounted on F-100 4 x 4's. Optional camper package is available on F-100 129-inch wheelbase pickups and chassis-cab models.

CHOICE OF THREE ENGINES

ENGINE SPECIFICATIONS	240 SIX	300 SIX	352 V-8
MAX. GROSS HP (BHP @ RPM)	150 @ 4000	170 @ 3600	208 @ 4400
MAX. NET HP (BHP @ RPM)	129 @ 4000	150 @ 3600	172 @ 4000
MAX. GROSS TORQUE (LBS-FT @ RPM)	234 @ 2200	283 @ 14-2400	315 @ 2400
MAX. NET TORQUE (LBS-FT @ RPM)	218 @ 2000	272 @ 14-2100	295 @ 2000
DISPLACEMENT (CU. IN.)	240	300	352
BORE AND STROKE (IN. x IN.)	4.0 x 3.18	4.0 x 3.98	4.0 x 3.5
COMPRESSION RATIO (TO 1)	9.2	8.4	8.9

SPECIFICATIONS

	F-100 4 x 4	F-250 4 x 4
Standard GVW Rating (lb.)	5600	6800
Optional rating (lb.)	4900	4900, 7700
Alternator:		
Optional	38 amp.—570 watt.	38 amp.—570 watt
Axle, Front: Capacity (lb.)	45, 55 or 60 amp.	45, 55 or 60 amp.
Optional axle (lb.) (Incl. 1550-lb. springs)	3000	3000
Axle, Rear: Capacity (lb.)	N.A.	3500
Ratios (to 1)	3300	5200
Optional Limited-Slip Differential—Ratio (to 1)	3.70 w/Sixes, 3.50 w/V-8, 4.11 Opt. w/Sixes & V-8.	4.56
Battery: Standard	4.10, 3.54 w/V-8.	4.56
Optional	54 plates—45 amp-hr.	54 plates—45 amp-hr
Brakes, Service: Size (in.) front—rear	66 plates—55, 70 amp-hr.	66 plates—55, 70 amp-hr
Brakes, Parking: Type	11 x 2—11 x 1 1/4	12 1/4 x 2—12 1/4 x 2
Clutch: Dia. (in.)	Cable actuation of rear brakes	Cable actuation of rear brakes
Frictional area (sq. in.)	HD 11	HD 11
Engine: Standard	123.7	123.7
Optional	240 Six, 352 V-8.	240 Six, 352 V-8
Frames: Section Modulus	300 Six, 352 V-8.	300 Six, 352 V-8
Seat Belts:	3.71 w/115 wb., 4.14 w/129 wb.	4.74
Shock Absorbers: Double-acting, telescopic	Standard	Standard
Spring, Front: Capacity @ pad (lb.)	Front & Rear	Front & Rear
Optional (lb.)	1000 w/Sixes, 1125 w/V-8.	1350
Spring, Rear: Capacity @ pad (lb.)	1125 w/Sixes, 1250 w/V-8.	N.A.
Optional (lb.)	1250, Progressive.	1950, Progressive
Optional auxiliary (lb.)	1650, Single-stage.	2400, Progressive
Transfer Case: Constant-Mesh	N.A.	550
Transmissions: Synchro-Silent type	1-speed	2-speed
Optional—Synchro-Silent type	4-speed New Process 435	3-speed Warner T-89F
Wheels: No.—type—rim size	5—5-hole disc—5.5K	4-speed New Process 435
Standard Tires: Tubeless, No.—Size	5—7.75-15 4 PR-PT	5—8-hole disc—6L
Optional Tires: Tubeless and tube-type tires in sizes to match requirements.		4—6.50-16 4 PR-PT
Standard Colors: Rangoon Red, Sahara Beige, Raven Black, Holly Green, Springtime Yellow, Caribbean Turquoise, Marlin Blue, Arcadian Blue, 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 beltline.		

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 notice and without incurring obligation. All options and accessories illustrated 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.

24,000-MILE (OR 24-MONTH) WARRANTY—Ford Motor Company warrants to truck 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 companies. Owners will remain responsible for normal maintenance services, routine replacement of parts such as filters, spark plugs, ignition points, wiper blades, brake or clutch linings, and normal deterioration of soft trim and appearance items. The warranty referred to herein is applicable to products sold in U.S.A. and in certain neighboring areas.

1966 FORD TRUCKS... BUILT TO LAST LONGER!

PRODUCTS OF

