

1961 FORD TRUCKS

PICKUPS • FALCON • F-100 • F-250 • F-350 • ECONOLINE • 4-WHEEL DRIVE



27 PICKUP
MODELS
TO FIT YOUR
NEEDS



Economy never came in such a choice!

Totally new! The cab-forward...

All-the-way new... to save in 4 big ways!

1. LOW PRICE!



The new Ford Econoline Pickup is actually priced below many standard ½-tonners!

3. LESS DEAD WEIGHT!



1,050 pounds less chassis weight to haul!
Up to 1,650 pounds of payload!

2. UP TO 30 MPG!



Save as much as 40% on gas! High power-to-weight ratio for lively performance!

4. BIGGER LOADSPACE!



7-ft. box—up to 23% more room, but 3-ft. less truck length to handle!

The new Ford Econoline represents the most significant truck advance in a generation. Its pure, functional design brings you maximum value and economy for your truck dollar.

It's a totally new kind of vehicle, built for the greatest possible economy! A truck with more loadspace for bigger payloads. And although hundreds of pounds lighter, its sturdy construction provides needed strength and stamina. And all main underbody structural members are heavily zinc-coated to resist rust and corrosion.

For all its newness, only proven engineering methods were used. The power is forward where it should be. And what power it is! The modern 144 Economy Six gives up to 30 miles on a gallon of regular gas, and goes 4,000 miles between oil changes.

The Econoline's proven truck-type front suspension means that front tires can last up to twice as long as tires on independent-type suspensions. And simplification of design with better accessibility means lower maintenance costs, too.



STATION BUS



DELIVERY VAN

Ford's new Econoline Station Bus and Van models are also available. See your Ford Dealer for full details.

power-forward FORD Econoline



New Ford Econoline 1/2-ton Pickup

Big 7-ft. box with 73 cu. ft. of usable load-space. 1,650-lb. payloads with 4,100-lb. maximum GVW.



Driverized Cab Comfort

Even modern-day Paul Bunyans will find the new Econoline cab to their liking. This high-style cab offers astonishing room and comfort. There's a full 39.8 inches of head room and 42.6 inches of stretch-out leg room.

The individual driver and companion seats have attractive brown basket-weave vinyl upholstery with dark brown morocco-grained bolsters and facings. Custom Package is available for added comfort and convenience. It includes twill-stripe woven plastic seat upholstery and many other custom items, listed in the specifications on Page 15.

The engine compartment cover is heavily insulated to provide freedom from engine heat and noise, for added comfort.

New ECONOLINE Pickup...

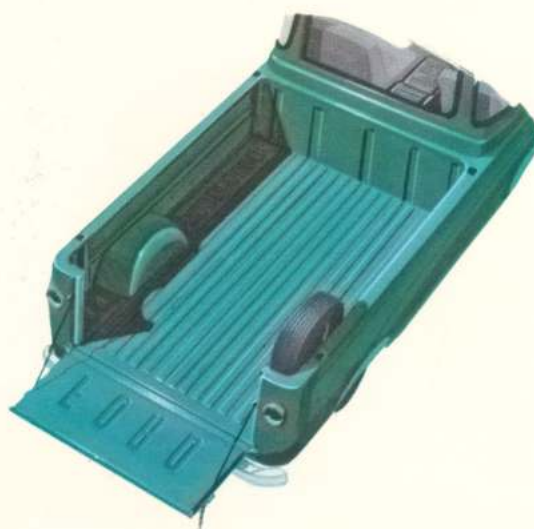
New Bonus Loadspace

Here's room for the bulkiest items you'd want to carry in any pickup. The huge 7-ft. box provides up to 23% more loadspace than the average "high capacity conventional" $\frac{1}{2}$ -tonner... a full 73 cu. ft. Maximum interior box width is 63.2 in., with 48.2 in. between the wheelhousings and 22.8-in. side height.

New Workability

There's no compromise on payload. Completely new design makes possible a big 1,650-lb. payload in a sturdy truck that weighs about 1,050 pounds less than conventional $\frac{1}{2}$ -tonners. This means you can carry full loads with greater economy.

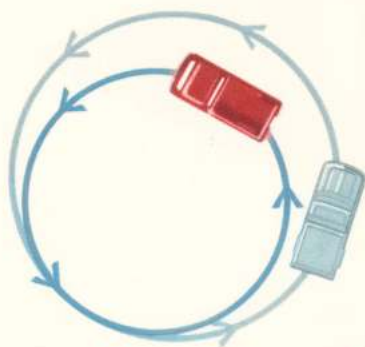
The *grain-tight* tailgate, when lowered flat, is only 25 inches above the ground for easier loading. And the optional low tailgate can be positioned either flat or straight down so you can back flush to a loading dock.



New Visibility and Handling Ease

A picture window on wheels, Ford's cab-forward design permits a clear and unobstructed view of the road. Huge 1,350-sq. in. wrap-around windshield with optional rear quarter glass (shown) gives complete all-round vision.

Cab-forward design and short 90-inch wheelbase mean better handling and greater maneuverability. Turning diameter is 3 feet smaller than conventionals.



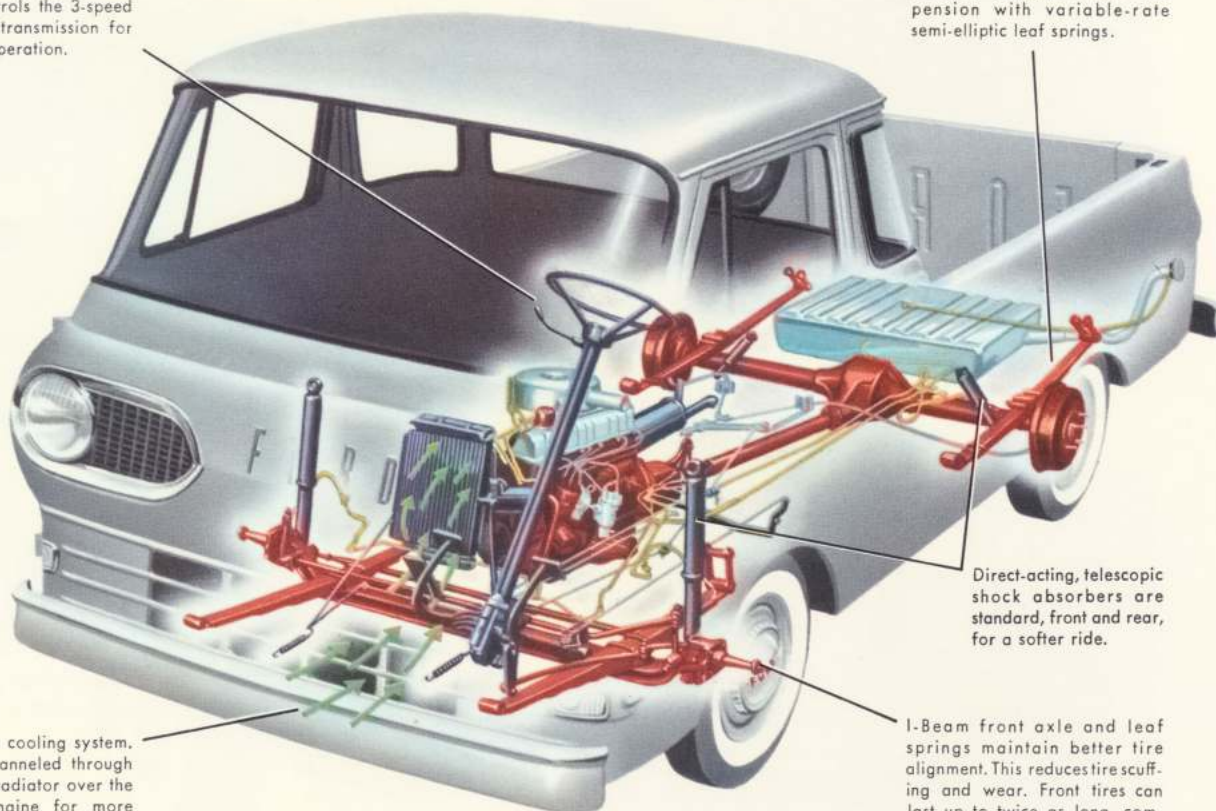
economy without compromise!

The same simplicity and functional weight-saving design found in the Econoline engines is carried throughout this modern truck's construction. Strong integral cab and body,

simplified power train, ease of maintenance and proven truck-type leaf spring suspension (front and rear) provide durable, dependable and economical service longer.

Convenient steering column shift lever controls the 3-speed Synchro-Silent transmission for easy manual operation.

Durable, soft-action rear suspension with variable-rate semi-elliptic leaf springs.



Efficient engine cooling system. Fresh air is channeled through the grille and radiator over the "up front" engine for more effective cooling and longer engine life.

Direct-acting, telescopic shock absorbers are standard, front and rear, for a softer ride.

I-Beam front axle and leaf springs maintain better tire alignment. This reduces tire scuffing and wear. Front tires can last up to twice as long, compared to front tires on independent-type suspensions.

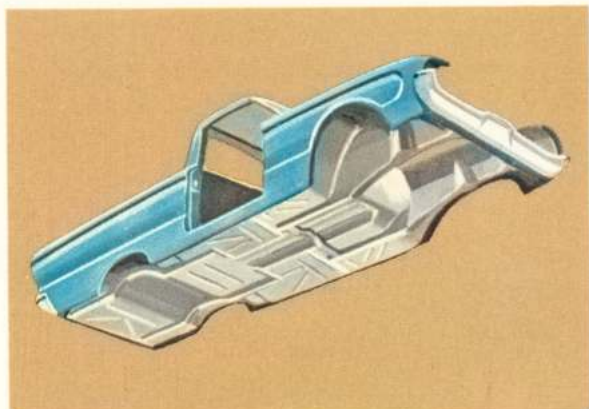


Galvanized protection against rust and corrosion for longer body life. The new 1961 Ford Econoline Pickup's rocker panels and all main underbody structural members are heavily zinc-coated before painting to resist rust and corrosion for greater durability.



Less maintenance expense with easier engine accessibility. The engine cover can be quickly lifted, exposing the entire engine for rapid service. Many major repairs can be made without ever removing the engine. And spark plugs, distributor, etc., are conveniently located for faster tune-ups.

New Falcon Ranchero Pickup . . .



PROTECTION FROM RUST

All main underbody structural members are heavily zinc-coated to protect against rust and corrosion for greater durability. Integral cab and body provides rigid construction for longer life. Aluminized muffler will normally last three times as long as ordinary types.



LOADS OF LOADSPACE

The Falcon Pickup's big and sturdy 6-ft. box (nearly 8 ft. with the tailgate down) gives over 31½ cu. ft. of loadspace. Room aplenty for most any pickup job. Over 42 inches of flat floor width between the wheelhousings.

Luxury Lounge Interiors

WITH ROOMY COMFORT FOR THREE

The full-sized passenger compartment is both attractive and practical with stretch-out room for three. And luxuriously comfortable foam seat padding is standard. The seat is covered with brown "Western Motif" vinyl with beige vinyl bolsters and seat facings that are as rich looking as they are durable. Attractive, Deluxe black and white (illustrated) or red and white vinyl trims, color-keyed to exterior paint color, are available as part of Deluxe Trim Package.



New Falcon Ranchero Pickup. This compact pickup has a short 109.5-in. wheelbase for maneuverability and handling ease. The 85-hp Falcon Six is standard with an 101-hp high-performance Six optional. Both engines offer exceptional fuel economy on regular gas.



economy never had such style!

The compact Falcon Pickup is a wonderful combination of admiration-capturing styling and thrifty economy. Your savings start with its low, low price tag. And continue with exceptional gas economy. In certified tests by independent automotive experts, the 144 Economy Six scored as high as 38.3 mpg! The average of all tests combined—hills and traffic, as well as moderate speeds on the level—was 30.5 mpg! In addition, all-around maintenance costs—oil, tires, parts, insurance—are rock-bottom low. Economy is only part of the story. At a glance you'll see the Ranchero's beauty, 6-ft. box and Luxury Lounge Cab with room for three!



Falcon Pickup Bonus Benefits



RIDING COMFORT

New, improved stabilizer bar provides a much smoother ride for '61. And there's roomy comfort for three in this compact pickup that rides and handles with the ease of a Falcon passenger car.



EASY TO LOAD

The Falcon Ranchero Pickup's low lines make side loading far easier . . . with a short 38.9-inch lift from the ground to the top of its sides. And the tailgate height is only about 27 inches.



INSTANT-LOCK TAILGATE

No knuckle skinning or fooling with rattly chains! You can open or close the sturdy tailgate with a simple one-hand motion. And this instant-lock design also holds the *grain-tight* tailgate firmly closed.



BOLTED-ON FRONT FENDERS

The Falcon Pickup's front fenders are simply and securely bolted on. This makes replacement far easier and less costly. It's another example of the lower maintenance costs you can expect.

Modern Ford F-Series Conventional Pickups

NEW RIDING COMFORT . . . DURABILITY . . . LOADSPACE . . . PLUS CERTIFIED ECONOMY

Ford's new and vastly improved $\frac{1}{2}$ - and $\frac{3}{4}$ -ton Styleside Pickups have both high-styled beauty and rugged construction. One-piece cab and box provides increased rigidity for longer life, and greater cubic capacity. There's more loadspace than you'll find in other conventional pickups.

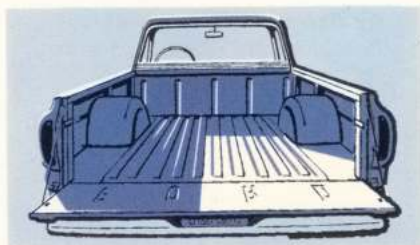
The wheelbases have been increased 4 inches to 114 and 122 inches. This increase combined with improved cab mounts and front shock absorbers gives a ride that's unexcelled in its field—

proved by Impact-O-Graph tests. And this comfortable ride is not gained at the expense of excessive tire wear as on independent-type suspension systems. Noise and vibration levels are reduced considerably below 1960 industry standards.

There's Certified Economy, too. The 223 Six is the same truck engine that beat all comparable leading makes in the 1960 Economy Showdown U.S.A. Ford's powerful 292 V-8, the one V-8 engine with "six-like" economy, is optional.



New Ford F-100 $\frac{1}{2}$ -tonner, available with 6 $\frac{1}{2}$ - or 8-ft. Styleside (shown) or Flareside box, or as Chassis-Cab models. 6 $\frac{1}{2}$ -ft. Platform-Stake, Chassis-Cowl or Chassis-Windshield models are available on 114-in. wb. Max. GVW: 5,000 lb.



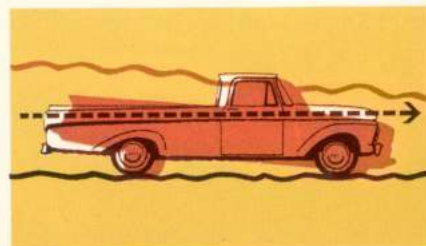
GREATER LOADSPACE

New Ford Styleside Pickup bodies are about 2 in. longer and 3 $\frac{1}{2}$ in. wider . . . making them the biggest in their class. The 6 $\frac{1}{2}$ -ft. box has 65.1 cu. ft. of loadspace, the 8-ft. box has almost 80 cu. ft.



INSTANT-ACTION TAILGATE

The sturdy new tailgate is 13 inches wider for easier loading. It features concealed, rattleproof hinged support arms instead of chains, and Instant-Action latches for more convenient operation.



NEW RIDING COMFORT

Impact-O-Graph tests prove the new Styleside Pickup ride is as smooth or smoother than any in its field. Noise and vibration levels have been greatly reduced, adding to driving comfort, too.



New Ford F-350 1-tonner with 132-in. wb., available with 9-ft. Styleside or Flareside box, Platform-Stake, Chassis-Cab, Chassis-Cowl or Chassis-Windshield. Max. GVW: 9,800 lb. The Flareside box (shown) has rolled edge flareboards, and running boards between the cab and rear fender.

New Ford F-250 ¾-tonner, available with 8-ft. Styleside (shown) or Flareside box; Chassis-Cab, Chassis-Cowl, Chassis-Windshield or 7½-ft. Platform-Stake models. Max. GVW: 7,400 lb.



Count the hours you're in a cab . . . and count on Ford for Driverized comfort

New Ford Driverized cabs for '61 are wider, lower and more comfortable. There's better visibility, too, with 28% more glass area. New, positive tandem-action electric windshield wipers are standard. And a new wrap-around rear window that's 10% larger is available for F-100 and F-250 Styleside Pickups.

The Styleside Pickup cab is heavily insulated for a quieter ride. The attractive, perforated headlining is

backed by ½-inch of sound-absorbing insulation. The dash, floor and steering column are all well insulated. And the new cab mountings with softer rubber insulate the cab from road shock.

Standard seat upholstery is a rich-looking and durable brown basket weave vinyl, and the attractive exterior colors are Ford's famous Diamond Lustre Finish that stays new-looking longer and never needs waxing.

STANDARD CAB FEATURES

- Brown basket weave vinyl seat upholstery with dark brown morocco-grained vinyl bolster and seat facings
- Perforated, insulated headlining (F-100, 250 Styleside Pickups)
- Lifeguard steering wheel
- Safety Double-Grip door latches
- Dome light
- Left sun visor
- Ash receptacle
- Dispatch box
- Dual electric windshield wipers
- Theft-retardant ignition switch
- Rearview mirror
- All-weather ventilation
- Defroster vents located for better air distribution
- Concentric steering column (F-100, 250)

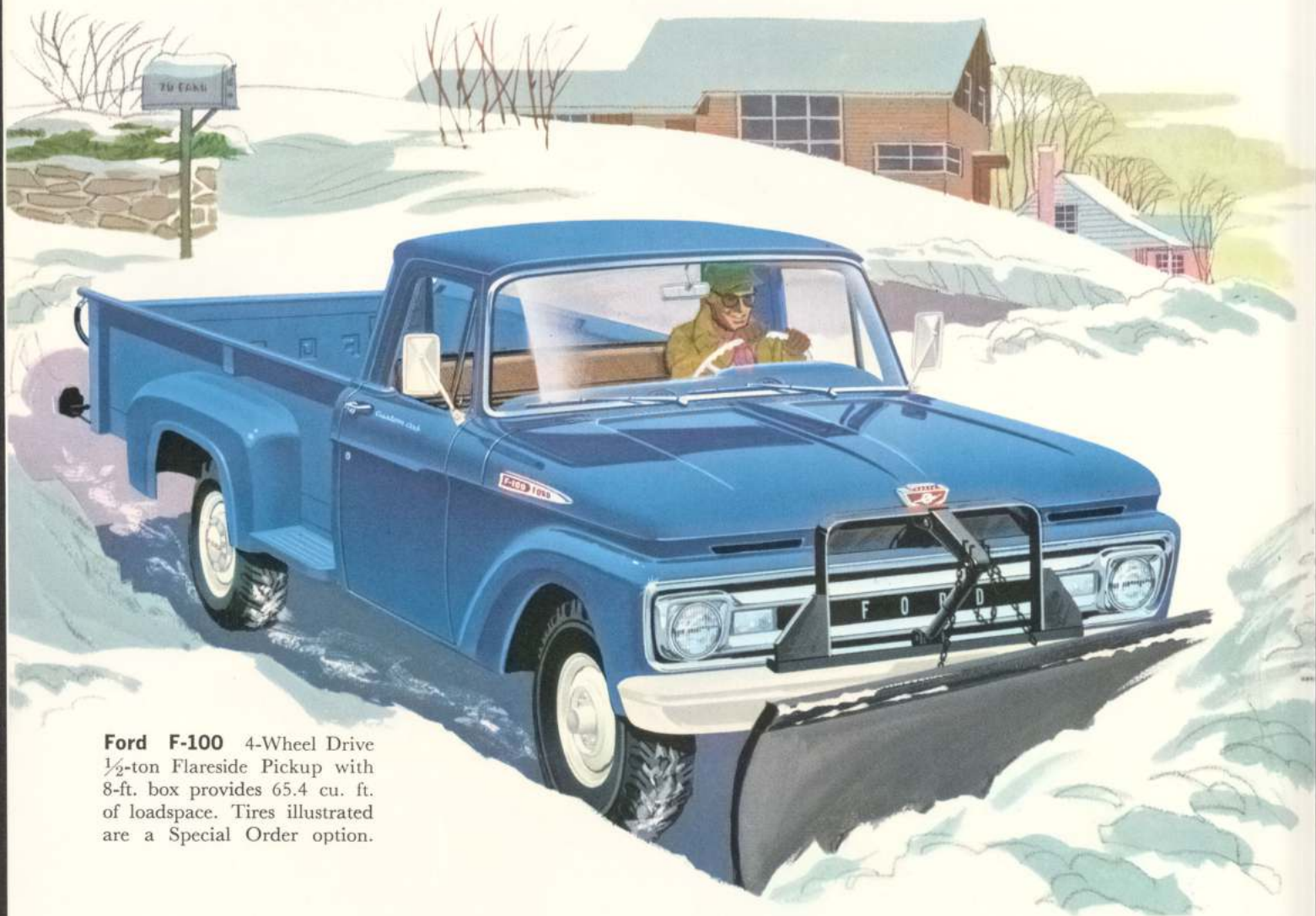
CUSTOM CAB FEATURES

(In addition to standard features)

- Twill stripe woven plastic upholstery with brown woven-in bolster and brown morocco-grained vinyl facings
- Chrome-trimmed instrument cluster
- White steering wheel with attractive chrome horn ring
- Foam rubber in seat, 5 in. in cushion and 1¾ in. in back
- Cigar-cigarette lighter
- Arm rest on left door
- Sun visor on right side
- Insulation on cowl wall in cab (F-350, std. 100 and 250)
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- Custom Cab emblem on doors
- Matched locks on both doors
- Two-tone interior
- Coat hook



Be ready for mud, sand, snow and steep



Ford F-100 4-Wheel Drive $\frac{1}{2}$ -ton Flareside Pickup with 8-ft. box provides 65.4 cu. ft. of loadspace. Tires illustrated are a Special Order option.

Ford's low-priced 4 x 4 models have the power and traction to go most anywhere—road or no road. They plow through mud, sand, gravel or deep snow and easily climb steep grades. And these versatile 4-wheel drive units can do a multitude of jobs with all kinds of special power take-off driven equipment. They are available as $\frac{1}{2}$ - and $\frac{3}{4}$ -ton pickups, $\frac{3}{4}$ -ton stakes, and chassis-cabs for custom bodies. Ford 4 x 4 units are engineered from the ground up for extra durability with deep-channel frames, two-stage rear springs, banjo axle housings and large diameter axle shafts.

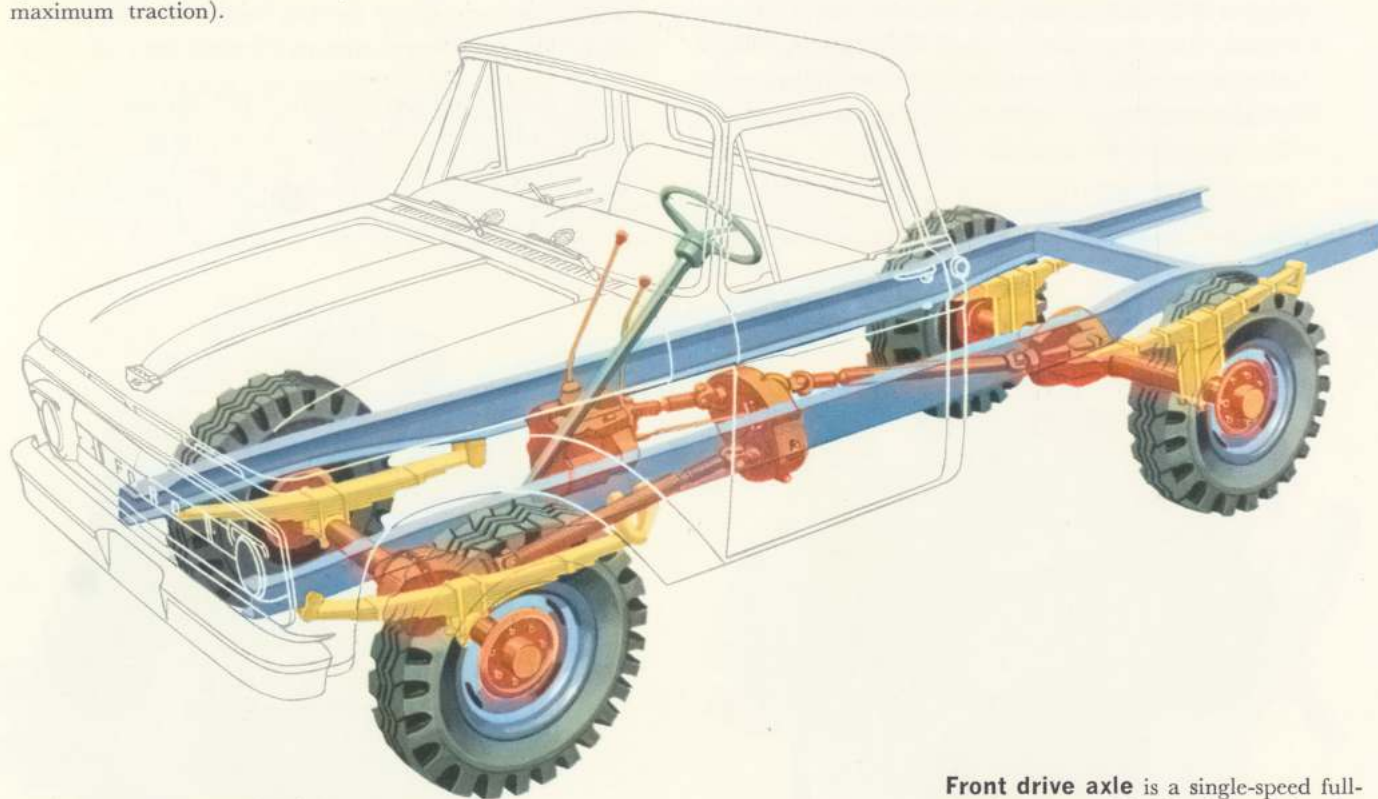
They're easy to drive, too. You can shift smoothly into 4-wheel direct drive from 2-wheel drive and back again, without stopping or clutching. Two-speed transfer case has four ranges to provide needed power.



Ford F-250 4 x 4 for heavier loads and toughest operations. Bigger capacity front and rear springs, rear axle, plus larger brakes make this $\frac{3}{4}$ -tonner the truck for severe service.

slopes ... with Ford 4-Wheel Drive Trucks!

Shift lever, conveniently located on driver's right, permits shifting between 2-wheel direct and 4-wheel direct without stopping or clutching. Four positions: 4-wheel direct (high range), 2-wheel direct (highway drive), neutral (to operate PTO), 4-wheel low (provides maximum traction).



Front axle universal joints provide an even flow of power to the front wheels in all turning positions. They give long, dependable service and coupled with a worm and roller steering gear provide firm control with less steering effort.

Two-speed transfer case has a low ratio of 1.86 to 1 and direct drive. The low ratio multiplies the main transmission ratios for added torque. There are two power take-off openings (gear drive on side, splined shaft on rear) to power auxiliary equipment.

Front drive axle is a single-speed full-floating type with Hotchkiss drive for off-road operation and maximum traction. When front wheel drive is disengaged, the vehicle gives conventional 4 x 2 truck performance and economy on the highways.

POWER TAKE-OFF EQUIPMENT ADDS TO VERSATILITY



Rear-mounted PTO-driven work-savers, such as post hole diggers, feed mills, saw mills, hay balers, power lift tailgates and many other gear, belt or hydraulically actuated units, can be easily installed.



Front-mounted PTO-driven winches, pumps, scoops, sweepers, etc., combined with 4 x 4 mobile power, make light work of formerly tough jobs. Maximum power is transmitted to do the job easier, faster, and more economically.



Wrecker equipment is a natural for Ford 4-Wheel Drive Pickups or Chassis-Cabs. And snow blades, or specialized attachments needed by linemen, field crews, landscapers, etc., can readily be mounted on these versatile trucks.

Here's the inside story of

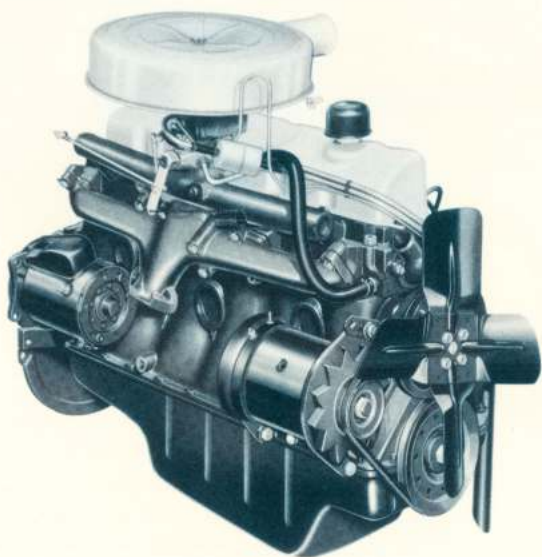
Econoline and Falcon Pickup engines

The 85-hp Falcon Six is a modern Short Stroke engine that gives up to 40% better gas mileage. It's designed for outstanding dependability and low-cost maintenance with proven engineering features. And manufactured to the finest quality control standards. All rotating parts are balanced, then the engine is electronically mass-balanced while operating for smooth, quiet "GO."

Sturdy cast-iron block and cylinder head provide excellent durability with useless dead weight

engineered out. The efficient integral head and intake manifold has a hot spot under the carburetor, which together with a water-heated carburetor spacer gives better fuel vaporization, faster cold-weather starts and warm-ups.

The new, high-performance 101-hp Six incorporates all these features in a larger, more powerful engine. It gives 19% more horsepower with only a 2% weight increase. This means you get the same fine gas economy.



85-hp 144 SIX

Brake Horsepower—85 @ 4200 rpm

Torque—134 lbs.-ft @ 2000 rpm

Bore—3.50 in. **Stroke**—2.50 in.

Displacement—144 cu. in.

STANDARD ECONOLINE AND FALCON PICKUPS



101-hp 170 SIX

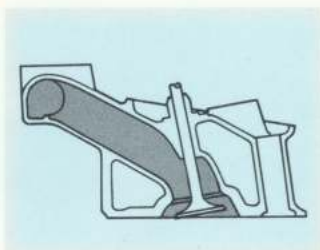
Brake Horsepower—101 @ 4400 rpm

Torque—156 lbs.-ft @ 2400 rpm

Bore—3.50 in. **Stroke**—2.94 in.

Displacement—170 cu. in.

OPTIONAL FALCON PICKUP



Integral head and intake manifold is lighter, has fewer parts and provides better fuel distribution and vaporization for exceptional performance and economy.



Single-venturi carburetor has a unique throat water heater to give icefree operation. This eliminates the need for old-style, troublesome butterfly valve in exhaust manifold.



Wedge-type combustion chambers squeeze that last ounce of power out of every drop of gas. Short Stroke design cuts piston travel, reduces internal friction.



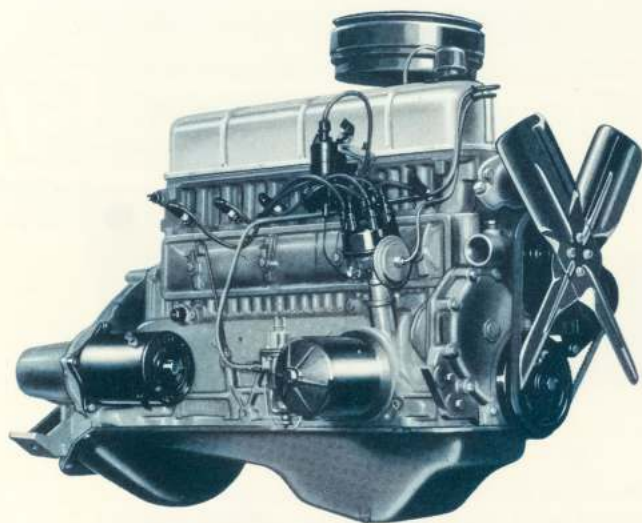
4,000 miles between oil changes cut operating expense. A Full-Flow oil filter, standard on both Falcon Sixes, extends oil changes to a full 4,000 miles.

of Ford's new truck economy

F-Series 100, 250, and 350 engines

The Ford F-Series lets you choose the engine best suited to your performance and economy needs. The modern gas-saving 135-hp Six is the same one that beat all leading competitive sixes in the 1960 Economy Showdown U.S.A. It features strong, deep-block construction, free-turn valves, aluminum alloy pistons with integral steel struts and Short Stroke design. The net result is greater sustained efficiency with improved durability and outstanding economy. The Ford

160-hp 292 V-8 is a powerful V-8 that still gives "six-like" economy . . . and on regular gasoline. Its Short Stroke design means shorter piston travel for less friction and longer life. This rugged V-8 features two-barrel carburetor, deep-block construction, five-bearing crankshaft, high-lift camshaft, large intake and exhaust manifold passages and "high turbulence" combustion chambers for high horsepower and torque with maximum dependability.



135-hp 223 SIX

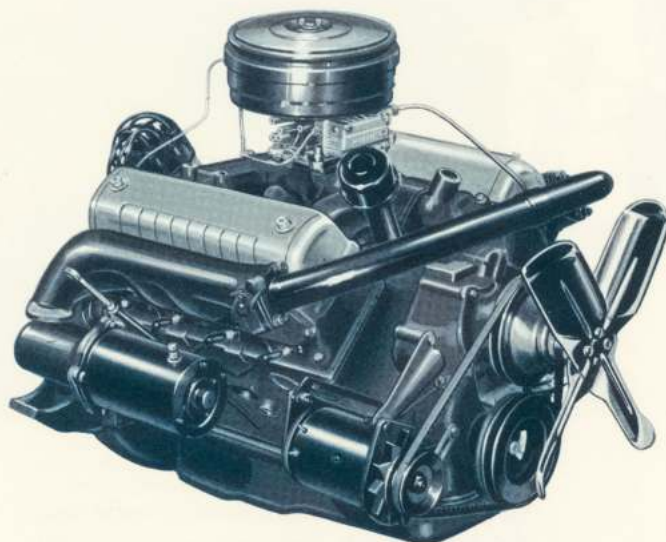
Brake Horsepower—135 @ 4000 rpm

Torque—200 lbs.-ft @ 1800-2400 rpm

Bore—3.62 in. **Stroke**—3.60 in.

Displacement—223 cu. in.

STANDARD F-100, F-250, F-350



160-hp 292 V-8

Brake Horsepower—160 @ 4000 rpm

Torque—270 lbs.-ft @ 1800-2000 rpm

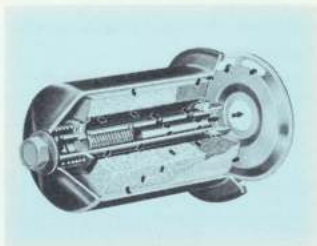
Bore—3.75 in. **Stroke**—3.30 in.

Displacement—292 cu. in.

OPTIONAL F-100, F-250, F-350



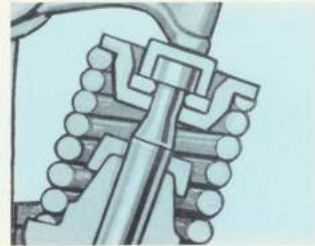
New wiring system has simplified routing with the chassis wiring protected inside frame web. Multiple plug connectors, central fuse panel and thick insulation for reliability.



Oil filter on both the 223 Six and 292 V-8 engines has a highly efficient cotton element for outstanding filtering action. And cleaner oil aids engine durability.



Fordomatic Drive is an efficient, lightweight 2-speed automatic transmission that's available on the F-100. HD Cruise-O-Matic is optional on the F-250 and F-350.



Free-turn valves (both intake and exhaust) are of the free-turn type for longer valve life. Self-cleaning action provides a tighter seal, maintains higher compression.

Ford factory-built Platform-Stakes

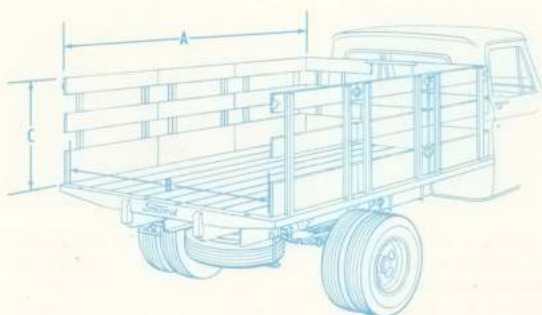
New Ford F-350 with 9-ft. stake body. The three-section stake sides and "swing open" center rack provide easier loading and unloading. Maximum GVW: 9,800 lb.



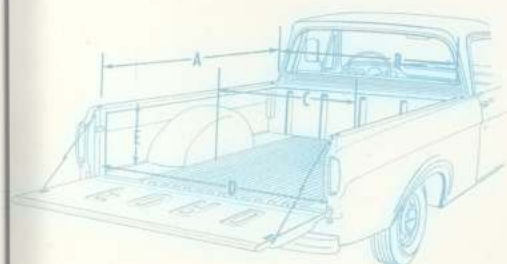
Versatile Ford Stake Trucks let you stack big, bulky loads high and wide. Durable steel skid strips protect floor and make it easier to slide cargo in or out. Heavy-gauge steel stake pockets are set flush with the floor. Removable sections simplify loading from rear or sides.

- Side boards and stakes are made of strong, straight-grained wood, 9-foot bodies have steel stakes for greater rigidity.
- Bolted steel plates hold side boards firmly together at top yet permit quick, easy removal of stake sections.
- Body sills are protected by steel end caps while an all-steel rub rail protects body.

FORD STAKE BODY DIMENSIONS



Model Application	F-100	F-250	F-350
Nominal Length (ft.)	6½	7½	9
Stake Loadspace			
(A) Length—max. inside at floor (in.)	80.0	90.0	105.9
(B) Width—max. inside at floor (in.)	67.0	74.0	82.0
(C) Height—to top of racks (in.)	24.7	28.3	31.2
Platform Loadspace			
Length—to outer edge of platform	84.3	93.4	109.4
Width—to outer edge of platform	71.3	79.3	87.3



1961 FORD PICKUP BODY DIMENSIONS

Model Application	Falcon Ranchero	Econoline Pickup	STYLESIDE				FLARESIDE			
			F-100	F-100	F-250	F-350	F-100 & 4 x 4	F-250 & 4 x 4	F-350	
Nominal Length (ft.)	6	7	6½	8	8	9	6½	8	8	9
(A) Length—max. inside at floor (in.)	71.6	84.9	78.2	96.2	96.2	106.4	78.0	96.0	96.0	108.0
(B) Width—max. inside (in.)	55.6	63.2	76.6	76.6	76.6	73.0	49.0	54.0	54.0	54.0
(C) Width—between wheelhousings (in.)	42.1	48.2	49.0	49.0	49.0	49.0	None	48.4	48.4	48.4
(D) Width—tailgate opening (in.)	45.5	49.0	64.5	64.5	64.5	51.6	49.0	54.0	54.0	54.0
(E) Height—floor to top of sides (in.)	14.6	22.8	19.6	19.6	19.6	19.1	20.3	22.1	22.1	22.1
Cubic-foot capacity—allowing for wheelhousings	31.6	73.0	65.1	79.7	79.7	80.2	45.0	65.4	65.4	74.0

1961 Econoline and Ranchero Pickup Specifications

	ECONOLINE	RANCHERO
MAXIMUM GVW	4,100*	—
AXLE, FRONT:		
Capacity (lb.).....	1,900	(See suspension front)
AXLE, REAR:		
Capacity (lb.).....	2,300	1,870
Ratios (to 1)—Standard.....	3.50	3.50
—Optional.....	4.00	3.89‡
BATTERY:	12 volt—54 plate—40 amp-hr	
Optional.....	12 volt—66 plate—55 amp-hr	
BRAKES, SERVICE:		
Size (in.)—front.....	10 x 2.50	9 x 2.25
—rear.....	10 x 1.75	9 x 2.25
Total lining area (sq. in.).....	167.5	137.2
Master cylinder—dia. (in.).....	1	1
BRAKES, PARKING	Cable actuation of rear brakes	
CLUTCH:		
Dia. (in.).....	8.5	8.5
Frictional area (sq. in.).....	67.70	68.07
COOLING SYSTEM:		
Capacity (qt.).....	8.9	8.7
Fan, No. of blades—dia. (in.).....	4—15	4—14
ENGINE:	144 Six	144 Six
Optional.....	—	170 Six
FRAME	Single-unit body construction	

*4,100-lb. GVW requires: 830-lb. front and 980-lb. rear springs and HD shock absorbers. 7.00 x 13 6 PR tires recommended.

‡With 144 Six only. **With 4,100-lb. GVW package only.

ADDITIONAL STANDARD EQUIPMENT:

Econoline and Ranchero Pickups: Rearview Mirror; Dome Light; Oil Filter; Turn Signals.

Econoline Pickup: Electric Windshield Wipers; Single Electric Horn; Mechanical Jack; Painted Hub Caps; Painted Front Bumper.

Ranchero Pickup: Chrome Front and Rear Bumpers; Arm Rests; Sun Visors; Dual Electric Horns; Ash Tray; Dual Vacuum Windshield Wipers; Bright-Metal Hub Caps.

STANDARD COLORS:

Raven Black; Montecarlo Red; Starlight Blue; Mint Green; Corinthian White. Additional Econoline colors: Holly Green; Caribbean Turquoise; Academy Blue; Goldenrod Yellow. Additional Ranchero colors: Silver Gray; Chesapeake Blue; Cambridge Blue; Laurel Green; Algiers Bronze; Garden Turquoise; and Aquamarine. Opt. Econoline two-tone by combining any standard color with Corinthian White. Opt. Ranchero two-tone combinations are: Cambridge Blue and Starlight Blue, Chesapeake Blue and Starlight Blue, Laurel Green and Mint Green, plus Corinthian White and any solid color.

OTHER AVAILABLE EQUIPMENT:

Econoline and Ranchero Pickups: Heater and Defroster (fresh air hot water—incl. body insulation on Econoline); Radio and Antenna; Safety Package "A" (padded instrument panel and sun visors); Cigar-Cigarette Lighter; Windshield Washers; Windshield (tinted).

FUEL TANK:

Location..... Under rear floor
Capacity (gal.)..... 14 14

GENERATOR:..... 12V, 25 amp., 375 watt
Optional..... 12V, 30 amp., 450 watt

SHOCK ABSORBERS:

Front and rear..... Direct-acting, telescopic

SPRINGS, FRONT:

Capacity (lb.)..... 760 1140
Size (in.)—No. of leaves..... 48.0 x 2.25—4 —
Dia. size (in.)—type..... — 4—coil
Optional 5-leaf..... 830** —

SUSPENSION, FRONT:

— Angle-Poised, Ball-Joint
Total capacity of ground (lb.)..... — 2430

SPRINGS, REAR:

Capacity @ pad (lb.)..... 685 880
Size (in.)—No. of leaves..... 47.625 x 2.25—5 50.0 x 2.0—5
Optional 6-leaf progressive capacity (lb.)..... 980** —

TRANSMISSION:

Type..... Ford 3-Speed
Synchro-Silent
Control..... Steering column shift lever
Optional..... — Fordomatic

TIRES:

5 tubeless (black)
Size..... 6.50—13 4PR

WHEELS:

5—13 x 4½J

Econoline Pickup: Arm Rests; Chrome Horn Ring; Sun Visor (RH); Lock, Driver's Door; Cab Rear Quarter Windows; Outside Rearview Mirrors; Passenger Front Seat (hinged-type); Painted Rear Bumper; Chrome Front and Rear Bumpers; Dual Electric Horns; Hub Caps, Bright-Metal; Turn Signals, Class A; ICC Four Lamp Flasher; Low Tailgate; 6.50 x 13 4 PR WSW and 7.00 x 13 6 PR black or white SW tires.

Ranchero Pickup: Hydrocarbon Emission Control Device (Positive Crankcase Ventilation); Electric Windshield Wipers; Seat Belts; White Steering Wheel with Chrome Horn Ring; Wheel Covers, Bright-Metal; Backup Lights; 6.50 x 13 4 PR WSW and 6.50 x 13 6 PR black or white SW tires.

ECONOLINE PICKUP: Custom Equipment Package

Air Duct, RH; Arm Rests; Cigar-Cigarette Lighter; Door Lock, Driver's Side; Cab Rear Quarter Windows; Chrome Horn Ring; Dual Electric Horns; Hub Caps, Bright-Metal; Foam Seat Padding, Passenger Stationary Seat; Twill Stripe Woven Plastic Seat Upholstery; Sun Visor, RH.

FALCON PICKUP: Deluxe Trim Package

Bright-Metal Moldings (door frames, top edge of box and tailgate, up sides and across roof of cab rear); Bright-Metal Taillight Trim Rings; White Steering Wheel with Chrome Horn Ring; Dome Light Door Switch; Cigar-Cigarette Lighter; Deluxe Seat Trim in Black and White or Red and White Vinyl (keyed to exterior paint color—shown on Page 6)

1961 Ford F-Series Truck Specifications

	F-100	F-100 4 x 4	F-250	F-250 4 x 4	F-350
Maximum GVW Rating: (lb.)	5,000	5,600	7,400	7,400	9,800
Axle, Front: Capacity (lb.)	2,600	3,000	2,600	3,000	3,800
Ratios (to 1)	—	3.92	—	4.55	—
Optional axle	—	—	—	3,500	—
Axle, Rear: Capacity (lb.)	3,300	3,300	5,000	5,000	7,200
Ratios (to 1) —Six	3.22, 3.70, 3.89, 4.11	3.89	4.88	4.56	5.14, 5.83
—V-8	3.22, 3.70, 3.89	3.89	4.56	4.56	4.86, 5.14
Locking-type avail., ratios (to 1)	3.73, 3.92	3.92	4.88, 4.56 (V-8 only)	4.56	—
Brakes, Service: Size (in.) front—rear	11 x 2—11 x 1 3/4	11 x 2—11 x 1 3/4	12 1/8 x 2—12 1/8 x 2	12 1/8 x 2—12 1/8 x 2	12 1/8 x 2—13 x 2 1/2
Total lining area (sq. in.)	169.2	169.2	209.4	209.4	238.0
Brakes, Parking: Type	—	Cable Actuation of Rear Brakes	—	—	8 x 2 External Shoe
Clutch: Dia. (in.)—Six	10	HD 11	10	HD 11	HD 11
Frictional area (sq. in.)	85.5	123.7	85.5	123.7	123.7
—V-8	10.5	HD 11	10.5	HD 11	HD 11
—Optional	96.2	123.7	96.2	123.7	123.7
	HD 11	—	HD 11	—	—
	123.7	—	123.7	—	—
Cooling System: Capacity (qt.) Six—V-8	18—21	18—21	18—21	18—21	18—21
Fan—No. of blades—dia. (in.)	4—18	4—18	4—18	4—18	4—18
Extra-cooling radiator optional	X	X	X	X	X
5-blade fan opt. w/DR tires	—	—	—	—	X
Electrical System: 12-volt battery	54 Plates—40 Amp-Hr.	66 Plates—55 Amp-Hr.	54 Plates—40 Amp-Hr.	66 Plates—55 Amp-Hr.	66 Plates—55 Amp-Hr.
Optional (max.)	—	—	66 Plates—70 Amp-Hr.	—	—
Generator	—	—	30 Amp.	—	—
Optional	—	—	40 Amp. Low-Cut-In	—	—
Optional Alternator	—	—	60 Amp.	—	—
Engine: —Standard	—	—	135-hp 223 Six	—	—
—Optional	—	—	160-hp 292 V-8	—	—
Frames: Max. side rail section (in.)—114" wb.	5.92 x 2.25 x 0.15	—	—	—	—
—120" wb.	—	6.88 x 2.75 x 0.15	—	6.88 x 2.75 x 0.15	—
—122" wb.	6.0 x 2.25 x 0.19	—	6.0 x 2.25 x 0.19	—	—
—132" wb.	—	—	—	—	7.0 x 2.75 x 0.212
Shock Absorbers: Double-Acting, telescopic	Front & Rear	Front & Rear	Front & Rear	Front & Rear	Front
Springs, Front: Capacity @ pad (lb. each)	1,000	1,200	1,100	1,350	1,150
Optional	1,100	—	1,200	—	1,350
Springs, Rear: Capacity @ pad (lb. each)	1,025	1,450	1,450	1,950	2,000
Optional	1,350—1,650	1,950	1,950—2,400	2,400	3,200
Optional (w/auxiliary)	—	—	3,750—4,200	3,750—4,200	3,800
Transfer Case: Constant-Mesh	—	2-Speed	—	2-Speed	—
Transmissions: Synchro-Silent type	3-Speed	3-Speed	3-Speed	3-Speed	4-Speed
Optional	3-Speed OD	4-Speed	MD 3-Speed	4-Speed	HD 3-Speed
Optional	MD 3-Speed	—	4-Speed	—	HD Cruise-O-Matic
Optional	4-Speed	—	HD Cruise-O-Matic	—	—
Optional	Fordomatic	—	—	—	—
Wheels and Tires: No. and type of wheels	5—5-hole Disc	5—5-hole Disc	5—8-hole Disc	5—8-hole Disc	5—6-hole Disc
Standard tires: No.—size (rim)	5—6.70-15 4PR (5K)	5—6.70-15 4PR (5K)	4—6.50-16 6PR (6L)	4—6.50-16 6PR (6L)	4—8-17.5 6PR (5.25)
Optional tires—both tubeless and tube-type tires in sizes to match needs	—	—	—	—	—

Standard Colors: Montecarlo Red, Goldenrod Yellow, Raven Black, Mint Green, Holly Green, Caribbean Turquoise, Academy Blue, Starlight Blue, and Corinthian White. A smart two-tone effect is available by combining any standard color with Corinthian White (F-100 and F-250 Styleside Pickups only).

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