

1962 FORD TRUCKS

F-250 PICKUPS • STAKE • CHASSIS-CAB • CHASSIS-COWL



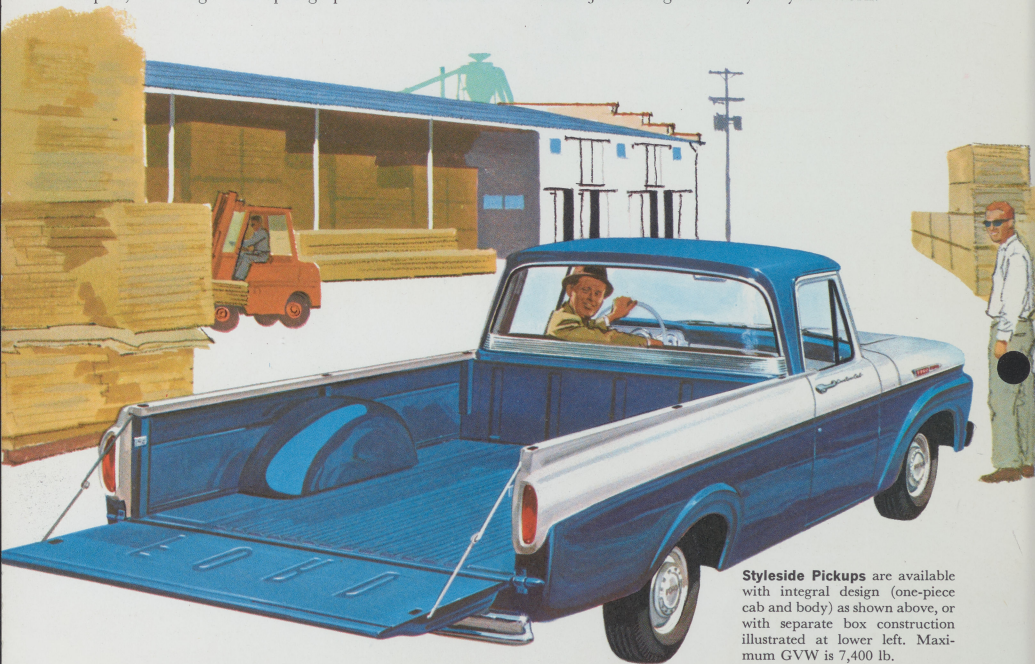
Full-time economy that only starts with Ford's low price!

Modern Ford F-250 Conventional Pickups

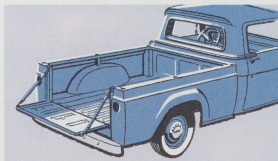
Here are the payload pace-setters of light-duty hauling . . . designed to handle your job easily, quickly and economically. Initial costs are low in the Ford tradition. Your savings continue with exceptional gas, oil, maintenance and repair economy. Tire replacement expense is less, too, with Ford's true truck front suspension. And Ford's long wheelbase plus wide-span front and semi-elliptic, two-stage rear springs provide the needed

stability for a comfortable ride, light or loaded!

In addition to price and operational savings, Ford's heavy-duty construction gives greater freedom from nuisance problems. Ford pickups are built to stay on the job . . . out of the shop. So for a rugged truck that's made to tackle any pickup job, see your Ford Dealer. And when you do, ask him about the many heavy-duty options that can mean extra job-fitting economy in your work.

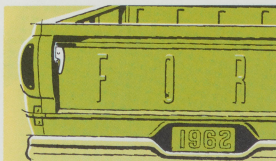


Styleside Pickups are available with integral design (one-piece cab and body) as shown above, or with separate box construction illustrated at lower left. Maximum GVW is 7,400 lb.



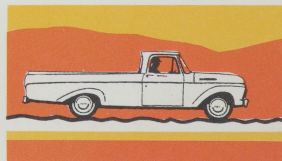
OPTIONAL SEPARATE STYLESIDE

Ford offers separate Styleside (and Flareside) pickup boxes for those operators who prefer these types. The Styleside's sturdy box-section corners give strength and durability. Toggle-type latches hold tailgate and body firmly together contributing to overall rigidity.



INSTANT-ACTION TAILGATE

The tailgate for integral Styleside boxes is 64.5 inches wide for easier loading. Concealed, rattleproof hinged support arms support tailgate in open position, level with the floor. Instant-Action latches have positive lock with snap-shut action for more convenient one-hand operation.



COMFORTABLE RIDE

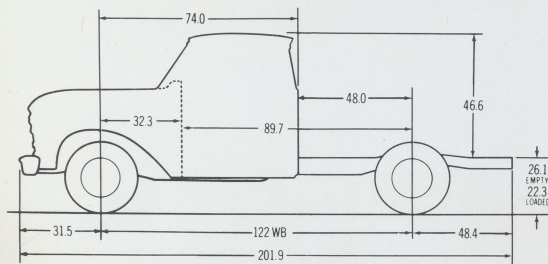
Ford's wide-span front springs feature tapered leaves and low deflection rate for soft action. Long, two-stage rear springs are strong but resilient to give a smooth ride—light or loaded. Double-action front and rear shock absorbers provide comfortable, level-ride control.

Flareside Pickup—This 8-ft. body has rolled edge flareboards which permit bulky loads to be piled high and wide. Running boards between cab and rear fenders facilitate certain operations, such as newspaper delivery. Seasoned wood floor is protected by steel skid strips for long service. Strips are level with lowered tailgate to facilitate loading heavy items in or out of box.

PICKUP BODY DIMENSIONS

	INTEGRAL STYLESIDE	SEPARATE STYLESIDE	FLARESIDE
Nominal length.....	8 ft.	8 ft.	8 ft.
Inside length—in. (max. at floor).....	98.2	94.4	96.0
Inside width—in. (max. at floor)	76.6	73.0	54.0
Inside width—in. (between wheelhousings)....	49.0	49.0	48.4
Width of tailgate opening—in.....	64.5	51.6	54.0
Height—in. (floor to top of sides).....	19.6	19.1	22.1
Cubic capacity—cu. ft.	79.7*	70.6*	65.4*

*Allowance made for wheelhousings



ALL DIMENSIONS WITH 6.50-16 6 PR TIRES

Chassis-Cab, Chassis-Cowl—Ford's F-250 chassis models are especially suited for custom-built bodies from 7 to 8 feet long. The Chassis-Cab models are available for special-purpose bodies which may be ordered from any number of independent body builders. Chassis-Cowl and Chassis-Windshield units may be easily converted to single-unit bodies of the walk-in type.

Ford Driverized Cab Comfort and Extra Value

Every comfort and convenience a driver could want are provided in Ford's *Driverized* Cab! A big, sweeping, one-piece curved windshield, deep side windows, and a large rear window give excellent vision for safe and pleasant driving. The durable full-width seat takes three *big* men comfortably. Doors swing wide for easy entrance and exit.

Controls and instruments are conveniently located for the driver. Wrap-around rear window for greater visibility to side and rear is optional with the integral Styleside body. These and other features shown below save the driver's time . . . make his work easier. Never before has a truck cab given the driver so great an incentive to do his best work!

Ford Custom Cab



STANDARD CAB FEATURES

- Brown basket weave vinyl upholstery with brown morocco-grained vinyl bolster and seat facings
- Lifeguard steering wheel
- Safety Double-Grip door latches
- Dome light
- Left sun visor
- Ash receptacle
- Dispatch box
- Electric windshield wipers
- Theft-retardant ignition switch
- Rearview mirror
- All-weather ventilation
- Insulation on cowl wall in cab
- Sound deadener on underside of floor and inside of cab back panel
- Concentric steering column

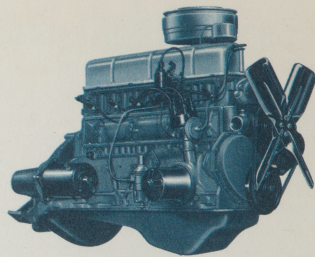
CUSTOM CAB FEATURES (In addition to or in place of standard features)

- Twill stripe woven plastic upholstery with brown woven-in bolster and morocco-grained vinyl facings
- Chrome-trimmed instrument cluster
- White steering wheel with attractive chrome horn ring
- Foam rubber seat padding, 5 inches in cushion and 1 3/4 inches in back
- Illuminated cigar-cigarette lighter
- Arm rest on left door
- Sun visor on right side
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- "Custom Cab" emblem on doors
- Matched locks on both doors
- Two-tone paint treatment on dash and door interior panels
- Perforated headlining
- 1/2-in. sound absorbing insulation above headlining
- Sound deadener material between floor pan and mat
- Coat hook

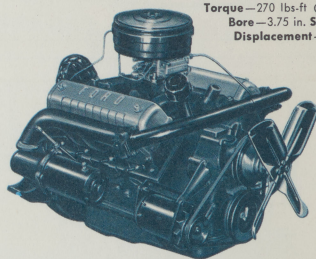
ECONOMICAL SHORT STROKE POWER

The Ford F-250 Series lets you choose the engine best suited to your performance and economy needs—a gas-saving 135-hp Six or the popular 160-hp V-8. Both have a replaceable element oil filter and oil-bath air cleaner standard. Ford's modern Six engine has 223 cu. in. displacement and features strong, deep-block construction, free-turn valves, aluminum alloy pistons with integral steel struts, and short-stroke design. The net result is high sustained efficiency with excellent 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 crankshaft 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.



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.

12,000-MILE WARRANTY (OR 12 MONTHS)

Ford Motor Company warrants to its dealers, and its dealers, in turn, warrant to their customers as follows: That for 12 months or for 12,000 miles, whichever comes first, free replacement, including related labor, will be made by dealers of any part with a defect in workmanship or materials. Tires are not covered by the warranty, appropriate adjustments will continue to be made by the tire companies. Owners will remain responsible for normal maintenance service and routine replacement of maintenance items such as filters, spark plugs, and ignition points.

CHASSIS SPECIFICATIONS

	STANDARD EQUIPMENT	OPTIONAL EQUIPMENT*
Axle, Front: Capacity (lb.)	2600	—
Axle, Rear: Capacity (lb.)—Ratios (to 1)	5000—4.88 (Six), 4.56 (V-8)	—
Ratios for locking-type	—	4.88 (Six or V-8), 4.56 (V-8)
Battery (12 volt):	54 plates—40 amp-hr.	66 plates—55 or 70 amp-hr
Brakes, Service: Type	Hydraulic	—
Size (in.) Front—Rear	12½ x 2—12½ x 2	—
Brakes, Parking: Type	Cable actuation of rear brakes	—
Clutch: Diameter (in.)—Area (sq. in.)	10—85.5 (Six), 10.5—96.2 (V-8)	HD 11*—123.7
Cooling System: Capacity (qt.)	18 (Six), 21 (V-8)	HD radiator
Fan—No. of blades—dia. (in.)	4—18	—
Engine:	223 Six	292 V-8
Frame: Section Modulus	3.34	—
Generator:	30 amp.—450 watt.	40 amp.—600 watt (low cut-in)
Shock Absorbers: Front and rear	Double-acting	—
Springs, Front: Capacity @ pad (lb. each)	1100	1200
Springs, Rear (Two-Stage): Capacity @ pad (lb. each)	1450	1950, 2400
Auxiliary (w/opt. main springs only)	—	900
Steering: Type	Recirculating ball	—
Transmission: Type	3-speed Synchro-Silent	3-speed MD 4-speed, HD Cruise-O-Matic
Wheels & Tires: No. and type of wheels	5—8-hole disc	—
Standard Tires: No.—size (rim)	4—6.50-16 6PR (6L)	Tubeless and tube-type tires in sizes to match requirements

Standard Colors: Goldenrod Red, Goldenrod Yellow, Raven Black, Sandshell Beige, Holly Green, Caribbean Turquoise, Academy Blue, Baffin Blue, and Corinthian White. A two-tone effect is available on integral Styleside Pickups by combining any standard color with Corinthian White.

*See your Ford Dealer for additional options

The specifications contained herein were in effect at the time this folder was approved for printing. The 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 folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in North America and in certain neighboring areas.

FORD TRUCKS COST LESS . . . Save now . . . Save from now on!