

'70 PICKUPS BY FORD

F-100/250/350 and 4-WHEEL DRIVE



Ford Pickups work like trucks ...ride like cars

Now, behind one gleaming grille, Ford offers four better-idea pickup models—the Custom, Sport Custom, Ranger and Ranger XLT. Aside from their common bright grille and bumper, each model has distinctive styling inside and out. And these '70 Ford Pickups are full of proven better ideas for solid work and a carlike ride. Exclusive Twin-I-Beam independent front suspension flattens the bumps for really smooth going.



Flex-O-Matic rear suspension (standard on F-250) automatically adjusts to varying loads for a comfortable ride—loaded or light.

Ford's strong, functional design makes the work easier and the truck last longer. Chassis and sheet-metal are designed for on-the-job

durability and dependability. Hoods have double-wall sections for extra rigidity. Styleside pickups have all-steel bodies with double-wall side panels and tailgate for optimum strength. Flaresides feature running boards for easy side loading. Ford offers better ideas in specialized models, too. Ford's exclusive Contractor, Heavy Duty, Farm & Ranch and Camper "Specials" are specifically engineered and equipped for their respective tasks.

Ford light-duty trucks come in three basic series: F-100, F-250 and F-350 with maximum GVW ratings of 5,000, 7,500 and 10,000 pounds respectively.

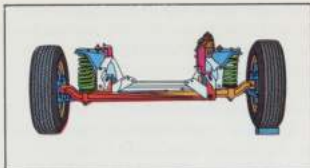


RANGER

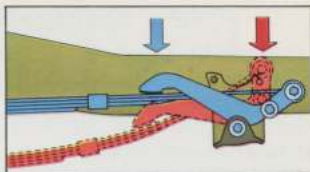


F-100 and F-250 are offered in Styleside and Flareside pickups, chassis-cabs, and with 4 x 2 and 4 x 4 drives. F-350's come in Flareside pickups and single or dual rear wheel stakes and chassis-cabs. Custom and Sport Custom models are available in all chassis and body types, while Ranger and Ranger XLT models are available as Styleside pickups and chassis-cabs. The complete series and model lineup is shown on page 13.

Ford provides five performance-proven engines to match your needs. Choice of economical 240- and 300-cu. in. Sixes or high-performance 302-, 360- and 390-cu. in. V-8's.



Twin-I-Beam 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. This unique suspension absorbs the jolts and jars of rough roads and provides smooth stability on highways. Each front axle is a forged I-beam that's held in place by a rugged I-beam radius rod to control alignment.



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 load gets heavier. Flex-O-Matic is standard in F-250, comes with optional rear springs in F-100.



SPORT CUSTOM

RANGER XLT

CUSTOM

***Ford's spacious
comfort now comes
in your choice of
four levels of luxury***

All Ford Pickups give you the solid comfort of the roomiest cab interior in the industry. Ford's wide, deep-cushioned seats hold three with ease. Attractive upholstery is practical and long wearing. All interiors are color-coordinated with exteriors and feature swept-away, padded instrument panel, energy-absorbing sun visors and armrests (with squeeze door latch handles)

and seat belts. Other standard items include windshield washers, two-speed windshield wipers, day/night mirror, bright LH exterior mirror, backup lights, turn signals, and emergency flasher.

Custom interior trim is standard on the lowest-cost 1970 Ford Pickups and includes (in addition to the items just mentioned) deluxe fresh air heater with 3-speed fan • hi-dri all-weather ventilation • door courtesy light switches • ash tray • wedge-type vent window handles • glove compartment with push-button catch • hardboard headlining • black 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 embossed patterned rib vinyl inserts.

The Custom's bright grille and chrome front bumper are notable exterior features.

Sport Custom interiors offer (in addition to, or in place of Custom items) deep-foam seat cushion and foam padding in seat back • pleated basket-weave vinyl seat trim inserts • grained vinyl bolsters • color-keyed, pleated vinyl door panels with bright moldings • color-keyed floor mats • cigarette lighter • horn ring. Exterior trim includes bright



Ranger

Sport CUSTOM



CUSTOM PICKUP INTERIOR

windshield, rocker panel and wheel lip moldings. Stylesides have bright taillight bezels and tailgate applique.

Ranger Styleside pickup and chassis-cab interiors include (in addition to, or in place of Sport Custom features) woodtone instrument panel trim • bright headlining retainer molding • color-keyed pleated vinyl door panels with bright moldings and woodtone inserts • bright seat-pivot arm covers • Ranger plaque on glove box door. Exteriors feature bright side, rear window and roof rail drip moldings and hub caps. Stylesides include bright tailgate latch handle and full tailgate panel. Rocker panel and wheel lip moldings are optional.

Ranger XLT Stylesides and chassis-cabs offer the highest-style

appointments in the industry. Inside—in addition to, or in place of Ranger equipment—pleated cloth and vinyl seat upholstery • color-keyed wall-to-wall carpeting • special weather and sound insulation • convenience group (cargo and engine compartment lights, glove box door lock, 12-inch day/night mirror) • sound-absorbing perforated headlining • bright instrument panel molding on right side and heater modesty panel with woodtone insert. Exterior Styleside decor includes bright side moldings with woodtone inserts, bright rocker panel and wheel lip moldings, and woodtone tailgate panel.



**Hard-working
Ford "Specials"
...complete
job-fitted pickups**

Ford makes your job of selecting and equipping a job-ready pickup much simpler and easier with complete, ready-to-go-to-work "specials." These time, work and money saving Special packages are available on Ford F-100 and F-250 8-foot Styleside pickups in the following versions:

Ford Contractor Special

- Contractor box with key-lock, fold-down doors mounted on both sides
- Sturdy rear step bumper
- Dual bright Western long arm mirrors
- "Contractor Special" insignia

Ford Farm & Ranch Special

- Front and 9-inch-high side cargo boards
- Sturdy rear step bumper
- Dual bright Western swing-lock mirrors
- "Farm & Ranch Special" insignia



FARM & RANCH SPECIAL



Ford Heavy Duty Special

- Heavy-duty front springs
- Heavy-duty battery
- Heavy-duty alternator
- Ammeter
- Oil pressure gauge
- Sturdy rear step bumper
- Dual bright Western swing-lock mirrors
- "Heavy Duty Special" insignia

For tires and rear springs to match your load, see table on back cover.

Six-Man Crew Cabs are available on Ford F-250 (4 x 2 and 4 x 4), F-350 and F-600 models. Two full-width



seats accommodate six big men in roomy comfort, and four big doors allow easy entry. Crew cabs are a convenient way to transport your personnel and all their tools to the job in a single vehicle. Crew cabs are offered with 6½-ft. or 8-ft. Style-side and Flareside pickup bodies, or as chassis-cabs with a wide choice of custom-tailoring options.

Electric Power Pak provides regular household current (110/120 volts) for your electric tools right on the job site. This underhood 2500-watt generator set is driven by its own one-cylinder, 5½-hp air-cooled engine. Ford's optional Electric Power Pak is very handy for those in need of on-the-job portable electrical power for a wide variety of power tools, and for camping.



CONTRACTOR SPECIAL



HEAVY DUTY SPECIAL



F-250 WITH CREW CAB

Ford Camper Specials... the finest foundation on wheels

Ford, America's recreation vehicle leader, offers specific Camper Special packages to provide a sound, economical foundation for today's popular camper bodies. Ford Camper Specials include the basic components necessary for more reliable transportation and more camping enjoyment. Features include a new sliding rear window that allows convenient communication between cab and camper.

A special wiring harness has 12-volt, 7-wire sealed cable for camper interior and exterior lighting. And Ford offers a vast range of utility, comfort and convenience options including auxiliary 25-gallon frame-mounted fuel tank for a combined total of 44.5 gallons, power steering, power front disc brakes, and many more options shown on pages 14 and 15.

F-250 Camper Special is designed to carry popular 11-ft. pickup 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 a smooth, yet stable, ride. Flex-O-Matic adjusts automatically to load or no-load



Distinctive new Camper Special insignia



Electric Power Pak 2500-watt, 110/120 volt



F-250 CAMPER SPECIAL

conditions, and therefore gives the same fine ride even when the camper body is removed.

F-350 Camper Special is available in a broad choice of luxury levels from the Custom to Ranger XLT in chassis-cab models. Strong, smooth riding heavy-duty Twin-I-Beam front suspension standard. 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 lb. for chassis-mounted cab-over campers up to 14 feet long. Complete Camper Special equipment is shown at right.

Optional 110/120 volt, 2500-watt Electric Power Pak (shown at top left) provides electric current wherever you camp. Unit is driven by its own 5½-hp air-cooled engine.

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

Camper Special Package Includes:

- Sliding rear cab window (F-250 only)
- 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 for F-350
- "Camper Special" emblem

*Includes 12-volt 7-wire (identified) sealed cable without connectors for camper body interior and exterior lighting.

MINIMUM OPTIONAL EQUIPMENT REQUIRED

This chart shows the GVW and minimum equipment required for the Camper Special Package. The equipment shown does not necessarily represent the maximum equipment obtainable and in many cases additional optional equipment is available for maximum Camper loads and applications.

GVW (lb.)	F-250		F-350 (SR)	F-350 (DR)	
	8900	7500	8000	9000	10,000
Engine	300 Six or V-8		V-8	V-8	V-8
Transmission	4-Spd. or Cruise-O-Matic		—	—	—
Alternator	55 Ampere		55 Ampere	55 Ampere	55 Ampere
Brake Equipment	55 Ampere		—	Power	Power
Spring (lb.) Front	1175 w/8ix; 1250 w/V-8		—	—	—
Rear Aux.	1950*		2400	3200	3200
Tires: Front	8.00x16.5 6PR	8.75x16.5 10PR*	8.75x16.5 10PR*	8.00x16.5 8PR	8.00x16.5 8PR
Rear	8.00x16.5 10PR	8.75x16.5 10PR*	8.75x16.5 10PR*	8.00x16.5 8PR	8.00x16.5 10PR
or	7.50x16 6PR	7.50x16 6PR	7.50x16 6PR	7.50x16 6PR	7.50x16 6PR
Front	7.50x16 8PR	7.50x16 10PR	7.50x16 10PR	7.50x16 8PR	7.50x16 8PR
Rear	7.50x16 8PR	7.50x16 10PR	7.50x16 10PR	7.50x16 8PR	7.50x16 8PR
Max. Camper Length	11 ft. w/131" wb.		11 ft. w/159" wb.	12 ft. w/135" wb.	14 ft. w/159" wb.

*2450-lb. required for trailer towing. *Includes 12" x 2½" brakes for F-250. Disc front brakes available F-250 and F-350. *8.50 x 16.5 8PR recommended. (SR)=Single rear wheels. (DR)=Dual rear wheels.



F-350 CAMPER SPECIAL



F-100 PICKUP WITH SHELL CAMPER

NEW SLIDING REAR CAB WINDOW





Ford's dependable 4-wheel-drive F-100 and F-250 pickups

Rugged Ford 4-wheel-drive pickups have the power and traction needed to come through on tough off-road work. Your power choice runs from thrifty 240- and 300-cu. in. Sixes to the big 360-cu. in. V-8 . . . sure power to handle a multitude of jobs with all-wheel-drive traction and the special power-take-off-driven equipment that can be added.

Ford F-Series 4 x 4's are designed

and built with the ground clearance and sturdy components needed to tackle tough terrain. Cardan universal joints at the front wheels provide an even flow of power to the wheels in all turning positions. Shifting from two- to four-wheel direct, without the need to stop or clutch, maintains momentum and keeps you going through the bad spots. Optional free-running front hubs eliminate front differential drag when operating in two-wheel drive. Ford 4 x 4's are available as Styleside and Flareside pickups and chassis-cabs. F-250's are also offered with stake bodies.

F-100 4 x 4 (max. GVW 5,600 lb.) has Ford's exclusive Mono-Beam front suspension with coil springs, forged radius rods and a steering linkage shock absorber for smooth, stable ride. Single-speed transfer case with 4-speed transmission is standard.

F-250 4 x 4 (max. GVW 7,700 lb.) has greater capacity for heavier loads. Strong front suspension has long, resilient leaf springs with lubrication-free shackles. Standard 2-speed transfer case and 3-speed transmission provide proper gearing for most operations; 4-speed transmission is optional.



***Versatile Ford F-350's,
the biggest trucks
with Twin-I-Beam
smoothness***

Big Ford F-350 dual rear tire chassis-cabs are the largest trucks to offer exclusive Twin-I-Beam riding smoothness. Ford's heavy-duty Twin-I-Beam front axles provide a full 3,800 pounds' capacity. The F-350 offers a maximum GVW rating of 10,000 pounds. Long 135- and 159-inch wheelbases (60-

and 84-inch CA's) provide a choice of body lengths up to 12 feet.

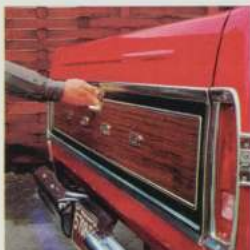
Ford's full long-conventional cab with 105.7-inch BBC gives extra driver comfort and room. And its broad alligator hood opens wide for easy access to the spacious engine compartment. Maintenance time and expense are kept down because everything's within easy reach and handy to work on.

The F-350's big truck capacity and low loading height make it a popular choice for 9- to 12-ft. stake or van bodies. Chassis-cowl or chassis-windshield models and 9-ft. Flareside pickups are also available.

The Ford F-350 offers a choice of four engines to match your power requirements. Economical 240- and 300-cu. in. Sixes and high-performance 360- and 390-cu. in. V-8's provide a power range of 150 to 255 horsepower. Four-speed transmission is standard, SelectShift Cruise-O-Matic is optional for fully automatic or manual shifting. A large selection of big-truck options allows complete job-right tailoring.

Ford F-350's are the hefty hauling, smooth riding way to speed deliveries or enjoy big camper-body recreation conveniences.

Choose the Ford body that best fits your job requirements



Styleside one-hand tailgate latch



Double-wall section hood strength



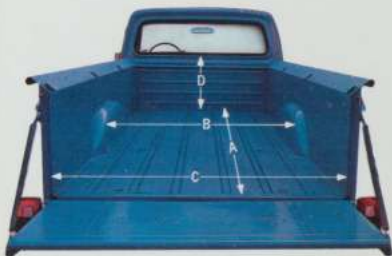
Convenient one-hand hood latch



Handy Flareside running board



Styleside Spacious 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, flattop wheelhousings, deep stake pockets, and an all-steel floor. A convenient center latch allows one-hand opening of the tailgate. Steel support straps hold tailgate in open position. See the table at right for box dimensions.



Flareside 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 steel skid strips. Rubber-covered, forged-steel chains support tailgate when open, toggle-type latches maintain tight seal when the tailgate is closed. Heavy-gauge steel side panels with flared top have rolled edges for greater strength and rigidity. Dimensions are shown in table at right.



Stake and Platform Ford Platform-Stakes, in 7½-, 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. Sideboards and stakes are straight-grained hardwood on 7½-ft. body, stakes are steel on longer bodies.

BODY AVAILABILITY AND CARGO AREA DIMENSIONS

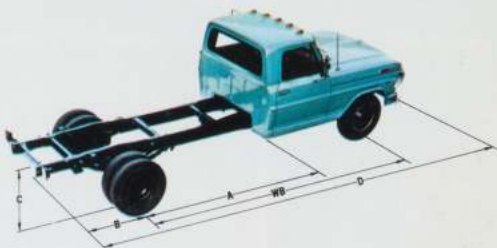
SERIES	Wheel-base (in.)	Nominal Cargo Box Length (ft.)	Inside Length (in.) (A)	Width Between Wheel-housings (in.) (B)	Tailgate Opening (in.) (C)	Inside Depth at Sides (in.) (D)	Cargo Cap'y (cu. ft.)
STYLESIDE PICKUPS							
F-100	115	6½	78.2	49.0	65.0	19.30	60.3*
	131	8	98.2	49.0	65.0	19.30	76.4*
F-250	131	8	98.2	49.0	65.0	19.30	76.4*
FLARESIDE PICKUPS							
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*
STAKE OR PLATFORM							
F-250	131	7½	90.0†	—	73.7†	28.3	—
			93.4†		79.3†		
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 wheel/housings †Stake ‡Platform

Chassis-Cab Chassis-cab models are offered for vans and 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 chassis-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	131 135	159
Back of cab to rear axle (A)	40	56	60
Rear axle to end of frame (B)	36.8	40.6	38.5
Frame to ground ht.—empty (C)	25.9	25.8	27.6
Overall length (D)	182.5	202.3	204.2



Choose the truck for your job from Ford's long, strong line

	CUSTOM	SPECIAL CUSTOM	RANCHER	RANGER XLT (4x2 ONLY)	FARM & RANCH SPECIAL	CONTRACTOR SPECIAL	HEAVY DUTY SPECIAL	CAMPER SPECIAL	4x2	4x4	102 WB	107 WB	107 WB	107 WB
F-100 SERIES	STYLESIDE PICKUP													
	FLARESIDE PICKUP													
	CHASSIS-CAB													
	FARM & RANCH SPECIAL													
	CONTRACTOR SPECIAL													
	HEAVY DUTY SPECIAL													
F-250 SERIES	STYLESIDE PICKUP													
	FLARESIDE PICKUP													
	CHASSIS-CAB													
	STAKE PLATFORM													
	CHASSIS-WINDSHIELD													
	FARM & RANCH SPECIAL													
F-350 SERIES	CONTRACTOR SPECIAL													
	HEAVY DUTY SPECIAL													
	CAMPER SPECIAL													
	FLARESIDE PICKUP													
	CHASSIS-CAB													
	CHASSIS-WINDSHIELD													



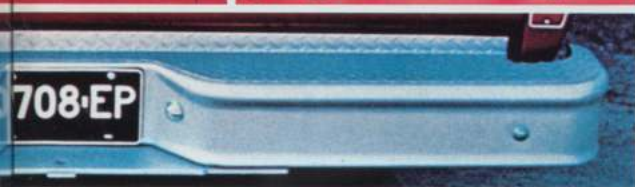
Popular Ford options

Ford has better ideas when it comes to unique custom-tailoring options, too! Enjoy greater driving comfort and convenience . . . greater truck versatility and productivity by choosing from this wide range of useful options.

1. Convenience group (standard on Ranger XLT) includes cargo area light, inside 12-inch day/night mirror, glove box door lock and an engine compartment light. **2. Remote-control outside mirror** for driver's door

provides simple adjustment from inside the cab. **3. Sliding rear window** is attractive, lockable and weather-sealed. Center panes slide to provide a convenient 10 1/2" by 20" opening (standard on F-250 Camper Special). **4. Electric Power Pak**, a unique underhood 2500-watt generator set, provides regular household power (110/120 volts) right on your job for electrical tools and camping equipment. Unit is driven by its own one-cylinder, 5 1/2-hp air-cooled engine. **5. Bucket seats** with foam-padded cushion and back add a car flair to Sport Custom, Ranger and Ranger XLT models. Attractive all-vinyl parchment seat trim. Carpeting and back panel covering are included. **6. Mag-style or conventional wheel covers** are available for 15-inch wheels.

7. Styleside spare tire carrier located inside the cargo box (right or left side) provides convenient mounting. **Flareside spare tire carrier** is outside box and ahead of the left rear fender. **8. Western-type mirrors** are offered with long arm or swing-lock supports. **9. Auxiliary 25-gallon fuel tank** is frame-mounted and available in place of or in addition to the standard 19.5-gallon in-cab tank (21.8 gal. and 18.5 gal. capacity with fuel evaporative control system). **10. Rear step bumper** for Styleside model is reinforced with center plate. **11. Lockable in-cab stowage compartment** behind the seat provides a convenient weatherproof area for tools, cameras, hunting equipment. Lower section is divided by a partition that may be



ENGINE SPECIFICATIONS	240 SIX	300 SIX	302 V-8	360 V-8	390 V-8
Max. Gross hp @ rpm	150 @ 4000	165 @ 3600	205 @ 4000	215 @ 4400	255 @ 4400
Max. Gross Torque (lbs.-ft. @ rpm)	234 @ 2200	254 @ 2000	300 @ 2600	327 @ 2600	376 @ 2600
Bore and Stroke (in.)	4.0 x 3.18	4.0 x 3.38	4.0 x 3.0	4.05 x 3.50	4.05 x 3.78
Compression Ratio (to 1)	9.2	8.8	8.6	8.4	8.6

Performance proven Ford Engines

The Ford V-8 performance lineup begins with the low-cost 302-cu. in. V-8 (F-100) that's extra easy on gas, and goes up to the big 360- and 390-cu. in. V-8's. These proven performance leaders provide sure pulling power and spirited response when you want it. Also offered for outstanding economy is the big 300-cu. in. Six. Specifications for these engines, as well as the 240-cu. in. standard Six, are listed in the chart above. All Ford engines have a thermostatically controlled hot and cold air intake system for quicker warm-ups and greater economy. Closed crankcase ventilation and exhaust emission control systems are standard.

sides is located in right pickup box skirt. This Ford option has a flush-mounted door with lock for safe, easy-to-reach storage.

17. SelectShift Cruise-O-Matic gives you both fully automatic and manual shifting. "Second Hold" feature permits better control going up or down hills. **Other popular options include:** Power steering (N.A. 4 x 4's) • Power disc front brakes (F-250 and F-350) • Ammeter and oil pressure gauge • Styleside body moldings • Bright hub caps for 4 x 2 models with single rear wheels • Chrome contour rear bumper for Stylesides • Painted channel rear bumper for Flaresides • Tinted glass all around • Shoulder harness • Dual electric horns • Heavy-duty black vinyl seat trim • Free-running front hubs for 4 x 4's • Oil-bath engine air cleaner • Velocity-type engine governor • Vacuum brake booster (N.A. 4 x 4's)

removed to give a single 64-inch wide compartment. Optional frame-mounted 25-gal. fuel tank in place of standard in-cab tank is required. **12. Contractor boxes**, on both sides of 8-ft. Styleside pickup, provide convenient tool storage. Fold-down doors are lockable, and boxes measure 80 3/4 in. long, 16 in. high and 13 3/4 in. deep (included with Contractor Special). **13. Black textured painted roof** includes bright belt and drip moldings. **14. Push-button AM radio** has transistors for greater reliability. **15. Air Conditioner** includes standard fresh air heater in an integral unit to give year-round comfort in all types of climates. Unit dehumidifies and can keep the cab 30° cooler on a scorching 110° day. **16. Tool storage box** for 8-ft. Style-

Ford's Diamond Lustre Paint and Two-Tone Options

Standard Colors: Raven Black, Wimbledon White, Norway Green, New Lime, Boxwood Green, Candyapple Red, Royal Maroon, Mojave Tan, Yucatan Gold, Pinto Yellow, Diamond Blue, Reef Aqua, Sky View Blue, Harbor Blue, Chrome Yellow, Pure White.

A total of 48 different two-tones for chassis-cabs are available with standard colors (except Chrome Yellow and Pure White). Wimbledon White may be used as the accent color for all colors (except Diamond Blue, Chrome Yellow and Pure White) and Raven Black may be used for all except Diamond, Sky View and Harbor Blue. Consult your Ford Dealer for the other accent color combinations to complete the 144 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.



A GUIDE TO PICKUP PAYLOADS*

Box length	Desired load	Model	Required rear springs	Required tires	GVW ratings (lb.)
6½ ft.	1025 lb.	F-100	950 lb.	G78-15 B (4PR)	4500
	1475 lb.	F-100	1250 lb.	8.25 x 15 D (8PR)	5000
8 ft.	900 lb.	F-100	950 lb.	G78-15 B (4PR)	4500
	1350 lb.	F-100	1250 lb.	8.25 x 15 D (8PR)	5000
	2300 lb.	F-250	1650 lb.	8.00 x 16.5 8PR	6100
	3050 lb.	F-250	1950 lb.	8.00 x 16.5 10PR	6900
	3600 lb.	F-250	2450 lb.	8.75 x 16.5 10PR	7500
9 ft.	2425 lb.	F-350	1700 lb.	8.00 x 16.5 8 PR	6600
	3725 lb.	F-350	2400 lb.	8.75 x 16.5 10PR	8000

Up to 8050-lb. body and payload allowances are available in Ford F-350 dual rear wheel models with a maximum GVW of 10,000 pounds.

*Rear spring and tire size requirements are the minimum components needed for rated payload. Additional heavy-duty components or some of the various performance or convenience options (V-8 engines, automatic transmission, air conditioner) may be desirable for your job. The extra weight of any added components reduces payload accordingly. For Platform-Stroke and 4 x 4 payloads and further assistance in selecting the right vehicle and equipment for your needs—see your Ford Dealer.

Specifications

EQUIPMENT	F-100	F-250	F-350	F-100 (4 x 4)	F-250 (4 x 4)
Maximum GVW	5000 lb.	7500 lb.	10,000 lb.*	5600 lb.	7700 lb.
Axis, Front: Type	Twain-Beam	Twain-Beam	Twain-Beam	Full-Floating, Drive	Full-Floating, Drive
Capacity	2750 lb.	3000 lb.	3000 lb.	3000 lb.	3000 lb.
Optional Capacity	—	—	—	—	—
Axis, Rear: Capacity	5300 lb.	5300 lb.	7400 lb.	5300 lb.	5200 lb.
Ratios (to 1)	3.70, 3.25, 3.00, 4.11	4.10, 3.54, 3.74, 4.36	4.36, 3.72, 4.10, 4.80	3.70, 3.50, 4.11	4.10
Optional Limited-Slip Diff. Capacity	3300 or 3600 lb.	5300 lb.	7400 lb.	3600 lb.	5200 lb.
Ratios (to 1)	3.25, 3.50, 3.76, 4.11	3.54, 3.71, 4.10, 4.36	3.75, 4.10, 4.36	3.50, 4.09	4.10
Brakes, Service: (Self-adjusting) Front	11½" x 3"	12½" x 2"	12" x 3"	11" x 2"	12½" x 3"
Rear	11½" x 2½"	12½" x 2"	12" x 2"	11½" x 2½"	12" x 2½"
Optional Vacuum Booster	9" dia.	9" dia.	9" dia.	—	—
Optional Brake Size	—	12" x 2½"	Front Disc	—	—
Clutch: Dia. (in.)—Area (sq. in.)	11—123 ½	11—123 ½	11—123 ½	11—123 ½	11—123 ½
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	54 plates—70 amp-hr	54 plates—70 amp-hr	54 plates—70 amp-hr	54 plates—70 amp-hr	54 plates—70 amp-hr
Std. Alternator	36 amp., 570 watt	36 amp., 570 watt	45 amp., 670 watt	36 amp., 570 watt	36 amp., 570 watt
Opt. Alternator	42, 55 or 65 amp.	42, 55 or 65 amp.	55 or 65 amp.	42, 55 or 65 amp.	42, 55 or 65 amp.
Engine: Displacement	240 Six	240 Six	240 Six	240 Six	240 Six
Optional	300 Six, 302 V-8, 360 V-8, 390 V-8	300 Six, 360 V-8, 390 V-8	300 Six, 360 V-8, 390 V-8	300 Six, 360 V-8	300 Six, 360 V-8
Frame: Section Modulus (Short wb.)	2.98	3.60	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
Spring: Front: Cap'g. (lb.) (w/Steers—w/V-8's)	1055—1175	1055—1175	1385—1495	1125—1250	1200—1200
Optional	1175—1250	1175—1250	—	—	—
Spring: Rear: Capacity on Pad (lb.)	950	1650 Flex-O-Matic	1700	1250	1700
Optional Main	1250, 1650 Flex-O-Matic	1950, 2450 Flex-O-Matic	2400, 2500	1650	2400
Optional Auxiliary	425, 380	425	392, 340	—	350
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	—	4-Speed
Wheels: Type—Rim size	6-hole—5.5X	6-hole—6.5	6-hole—6.5	5-hole—5.5X	8-hole—4.5
Tires: Tubeless	G78-15 B(4PR) PT	8.50 x 16.5 8PR	8.00 x 16.5 8PR	G78-15 B(4PR) PT	8.00 x 16.5 8PR
Optional	—	—	—	—	—

*8000 lb. w/ single rear tires. †Front disc brakes also available. ‡3-Speed w/Overdrive available. F-100 11½" dia. clutch incl. w/ 390 V-8.

PT = passenger tires—all others are truck-type tires. Use adequate tires for loads and type of service. Consult your Ford Dealer.

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FORD TRUCKS

