

'76 FORD PICKUPS



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TOUGH AND THRIFTY

The closer you look, the better we look . . . and the '76 Ford gives you more than ever to take a closer look at! In addition to the regular pickup, you should look into SuperCab pickups and new F-150 Heavy-Duty ½-ton 4 x 4's that run on regular gas.

Choice of cabs. Regular Cab . . . the roomy 3-passenger pickup with full-width front seat and in-cab storage space behind the seat. **SuperCab . . .** the double-duty 2-door pickup that can seat a family of six. SuperCab provides 44 cu. ft. of in-cab cargo area behind the front seat, optional rear bench seat or jump seats. **Crew Cab . . .** the 4-door pickup that seats 6 big adults. **Choice of luxurious comfort.** All Ford pickups—Regular Cab, SuperCab and Crew Cab—are spacious and comfortable with a seven-inch-thick full-foam front seat cushion standard. Ford pickups are available as value-packed Customs, distinctive Rangers and top-of-the-line Ranger XLT's. Whichever model you choose, a gleaming new grille and chrome front bumper are standard. Ford's exclusive Twin-I-Beam front suspension is standard for strength and smooth riding comfort.

Choice of engines. The thrifty 300-cu. in. Six is now standard in most series, and you have a wide choice of V-8's ranging from the 302—the smallest V-8 any pickup offers—up to 460 cubic inches (see page 15). Engines feature "breakerless" Solid State Ignition system—standard.

Choice of options. Ford offers wide range of options. See pages 14 and 15.

Choice of series and bodies. Ford light-duty trucks are offered in four series—F-100, F-150, F-250 and F-350—with GVW's up to 10,000 pounds. They are available in Styleside and Flareside pickups, Chassis-Cabs and Stakes. Cab and body availability are shown on pages 10 and 11.

Recreation vehicles—like Super Camper Specials—shown on pages 12 & 13.

New choice of 4 x 4's. Now! The F-150, a Heavy-Duty half-tonner that runs on regular gas, is available with 4-wheel drive. Like the F-100, it features Ford's exclusive Mono-Beam front suspension with full-floating front axle, coil springs, forged-steel radius rods and track bar for ruggedness and ride. Power disc/drum brakes and a steering linkage shock absorber are also standard. The heavy-duty F-250 (7700-lb. max. GVW) also runs on regular gas and has HD springs with 3550-lb. front axle.

Full-time 4-wheel drive with SelectShift Cruise-O-Matic transmission, power steering (integral-type F-100 and F-150), and many more options are available.

MOST 1976 FORD PICKUPS RUN ON ANY GASOLINE. This means that no matter where you are or wherever you go, you can refuel with any gasoline that's available—unleaded, premium or the lower priced regular.

ILLUSTRATIONS: Ranger XLT (lower left) has optional 4-wheel drive, Tu-Tone paint, Bodyside Accent Tape Panel, bright low-mount Swing-Lok mirrors, wheel covers, whitewall tires, auxiliary fuel tank, and chrome rear bumper. Ranger XLT (below) has optional whitewall tires and rear bumper. Ranger XLT SuperCab has optional Tu-Tone paint, whitewall tires, rear bumper, flip-open side windows and radio. Custom Crew Cab has radio and low-mount Swing-Lok mirrors.



Ranger XLT 2-door Regular Cab



Ranger XLT Regular Cab with 4-wheel drive



Ranger XLT 2-door SuperCab



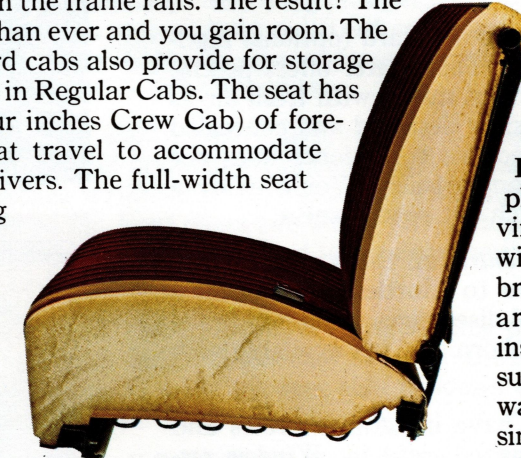
Custom with 4-door Crew Cab



The Ranger XLT

LONG-WEARING LUXURY

Ford Regular, SuperCab and Crew Cab pickup interiors provide spaciousness, comfort and quiet. On most models, the gas tank is mounted outside the cab between the frame rails. The result? The cab is quieter than ever and you gain room. The big, roomy Ford cabs also provide for storage behind the seat in Regular Cabs. The seat has five inches (four inches Crew Cab) of fore-aft front seat travel to accommodate tall or short drivers. The full-width seat holds three big adults with plenty of hip and shoulder room. And seven inches of soft, resilient foam in the seat cushion plus five inches in the seat back provide solid seating comfort. Seats are covered with attractive, long-wearing upholstery. Doors are finished with handsome molded panels with integral armrests. And Ford interiors are carefully color-coordinated with exterior paint colors. Roomy Ford cabs are extra quiet, too, because of special insulation designed to reduce noise.



Custom trim level is standard, and features deluxe fresh air heater/defroster (high-output heater with SuperCab) ■ energy-absorbing sun visors and instrument panel padding ■ instrument cluster with green back-lighting ■ keyless locking doors ■ color-keyed molded door panels with integral armrests and paddle-type door handles ■ seat belts with outboard retractors ■ windshield washers ■ two-speed windshield wipers ■ dome light with door courtesy light switches ■ ash tray ■ large glove compartment with push-button latch ■ sponge-grain head-

lining ■ black rubber floor mat ■ door scuff plates ■ black, tan, red, blue or green vinyl seat trim coordinated with exterior paint colors.

Pickups have 10-inch day/night rearview mirror, LH and RH bright-metal exterior mirrors ■ taillights with integral stop, turn, backup lights and reflector ■ hub caps (except 4 x 4's and dual rear wheel units).

Ranger interiors include (in addition to or in place of Custom features) color-keyed Super-soft vinyl seat upholstery ■ instrument panel molding with black accent ■ color-keyed door panels with bright moldings ■ shoulder-high vinyl bolster around rear area (SuperCab) ■ additional insulation ■ color-keyed perforated headlining (insulated) with bright molding ■ color-keyed wall-to-wall nylon carpeting ■ black steering wheel with simulated woodgrain insert ■ color-keyed sun visors ■ cigarette lighter ■ two courtesy lights (SuperCab). Exteriors feature bright moldings on windshield, rear window, rear quarter windows (SuperCab) and roof drip rails ■ bright wheel lip moldings ■ bright hub caps (except 4 x 4 option* and dual-rear wheel units). Styleside pickups also include bright bodyside moldings with vinyl insert ■ bright tailgate moldings top and bottom and bright tail-light bezels. Ranger trim not available Crew Cab.

Ranger XLT interiors offer (in addition to or in place of Ranger items) deluxe color-keyed, long-wearing cloth and vinyl seat upholstery (Super-soft vinyl is a no-cost option) ■ color-keyed pleated padded upper door panels with simulated woodgrain accented moldings ■ color-keyed wall-to-wall cut-pile nylon carpeting (including rear storage area) ■ bright instrument panel molding with simulated woodgrain insert ■ bright seat-pivot covers ■ deluxe seat belts (regular cabs) ■ additional insulation ■ convenience group (intermittent windshield wipers, door map pockets, glove compartment lock and inside 12-in. day/night mirror) ■ color-keyed vinyl headlining (with special insulation) and sun visors. Exteriors feature bright wheel covers (15" or 16.5" wheels except F-250 4 x 4's). Styleside pickup includes upper tailgate applique panel and molding ■ aluminum tailgate applique panel.

Custom Decor Group is available for Ford Custom pickups (Regular and SuperCab). This attractive option includes knitted vinyl seat trim in black, red, blue, green or tan ■ color-keyed floor mats with insulation ■ bright moldings around windshield and rear window ■ bright drip rail moldings ■ bright hub caps (except 4 x 4's*).



The Custom



The Ranger

Ranger XLT interior shown with optional air conditioner, SelectShift Cruise-O-Matic transmission and radio. Custom interior shown with optional SelectShift Cruise-O-Matic transmission, radio and convenience group.

**Bright hub caps included on F-250 4 x 4 with full-time drive, but not other 4 x 4's.*

COMFORT & CONVENIENCE

The closer you look, the better we look . . . just slip behind the wheel and look about. Observe all of the quality features and convenient controls. Work them and see how carefully everything is designed and positioned for your driving convenience. All controls are fully lighted, easy to see and use.

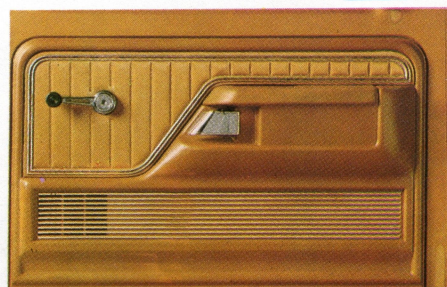
A modern, efficient blend-air type heater is standard (optional high-output heater is standard with SuperCab). This heater offers precise temperature control and excellent heat output mixed with fresh air as desired. Optional air conditioning is integrally designed and concealed behind the instrument panel. The compact air conditioner does not even reduce the size of the large glove compartment. You'll enjoy a smart looking interior with plenty of stretch-out spaciousness.

Observe the optional *Fingertip Speed Control* on the steering wheel horn bar. Ford's *Speed Control* allows you to effortlessly maintain a constant speed on those long trips. Control disengages when you brake or actuate the switch on the steering wheel horn bar. It's available with 460-cu. in. V-8 engine.

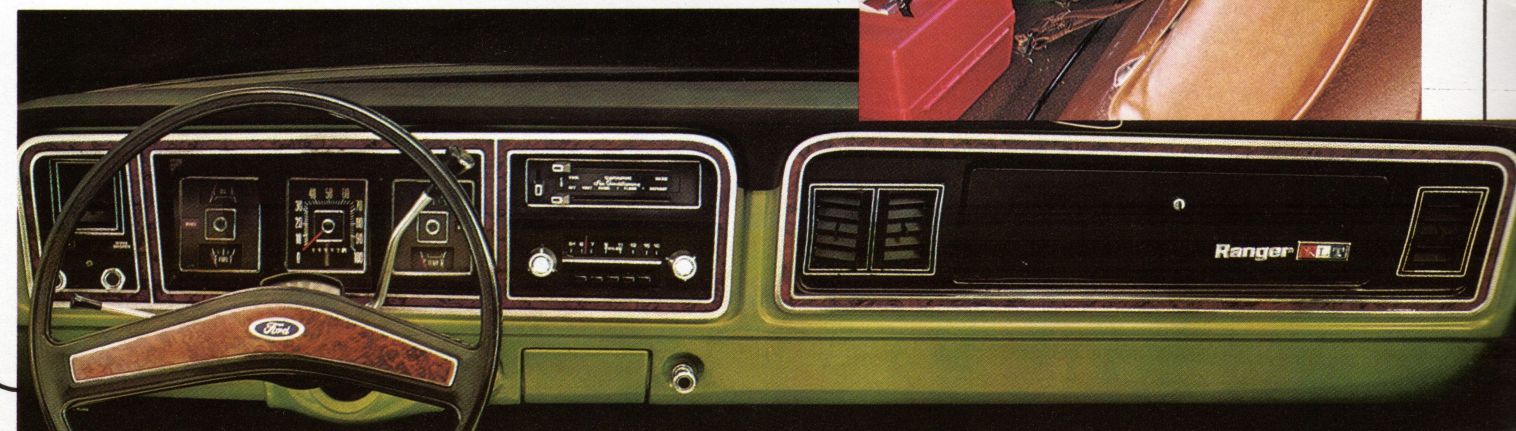
Color-keyed, molded door trim panels have integral armrests and convenient paddle-type door handles designed right in. *Window regulators are low-effort* car-type for easy, reliable operation.

Even on Regular Cabs, you'll find a large in-cab storage area. This handy area is the result of having the gas tank moved outside (on most models) leaving additional in-cab space. A storage area that's 5½-ft. wide, and can hold a variety of things like tool boxes, suitcases or golf bags within the lockable cab.

Outside, look over the door. You'll find a *drip molding*—standard on every Ford Pickup—designed to discourage those pesky window leaks that all-too-often occur on cabs without drip moldings. And try Ford's *one-hand tailgate latch*. See how easy it is to open and close the sturdy double-wall tailgate.



Ranger XLT instrument panel shown with optional air conditioner, SelectShift Cruise-O-Matic and push-button radio.



SUPERCAB VERSATILITY



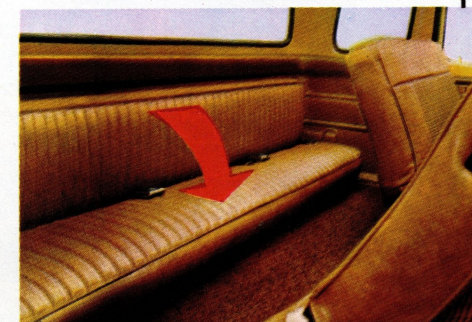
Now you can have a two-door pickup that seats the whole family . . . even a family of six! Ford's family-duty SuperCab is spacious enough for a full-width back seat. SuperCab makes a big difference in interior carrying capacity, too, with 44 cu. ft. of cargo space behind the front seat. Camping gear or tools fit easily on the 5½-ft. wide by 2-ft. long rear floor.

If you want to carry both cargo and people, you have a choice of optional arrangements. You can pick Ford's exclusive full-width rear seat that folds down to provide a flat, steel floor for cargo. Or, Ford offers two facing jump seats that fold out of the way to clear the rear area for cargo. Ford jump seats have foam-padded seat backs as well as cushions and black seat belts.

The standard front seat with seven inches of foam padding provides room for three big adults. Seat back design allows easy access to the rear compartment from either side. Large 15 x 15-inch rear side windows are standard. Flip-open windows are optional.

SuperCabs come with 6¾ or 8-ft. Styleside pickup boxes or as chassis-cabs in F-100 through F-350 Series. GVW's range up to 9,350 lb. for heavy loads like slide-in or frame-mounted campers. Gross Combination Weights go up to 15,000 lb. for fifth-wheel trailers and 18,000 lb. for conventional trailers.

3 WAYS YOU CAN USE FORD'S EXTRA ROOM



1. Foam-padded full-width rear seat (optional) folds flat for cargo with durable steel back to make load floor.



2. Jump seats (optional) have foam-padded cushion and back, fold out of the way quickly when not in use to clear the floor.



3. Big 44-cu. ft. cargo space is easy to reach from either side behind the split-back seat.



RUGGED & DURABLE

Famous Twin-I-Beam independent front suspension remains an exclusive Ford feature for both ruggedness and ride. Each front wheel has its own forged I-beam axle with big coil spring to step over bumps independently to cushion the ride. Twin-I-Beam suspension also contributes to good cornering, provides a solid, firm "command" feeling. No caster or camber adjustments are needed because this simple, sturdy suspension has caster and camber angles built in structurally and maintained by forged-steel I-beams. You get a smooth ride and responsive handling—plus the strength and durability of two forged I-beam axles. Complementing the suspension system, Ford's long wheelbase also helps provide a smooth pickup ride. The wheelbase for Ford's most popular Styleside body is 133

inches long. A long wheelbase acts to space out the bumps and give the suspension system a better opportunity to absorb and dampen shocks . . . providing a solid, smooth ride.

The F-350 Super Camper Special and F-350 Styleside pickups both feature an 8-ft. box on 140-in. wheelbase. Their long wheelbase with regular 8-ft. box length puts a greater portion of the cargo box *ahead* of the rear axle, shortens the rear overhang and provides excellent load weight distribution with heavy camper bodies.

The F-100 and F-150 give you a comfortable ride in a tough pickup truck. In addition to the other Ford features already covered, these pickups have long and 2½-inch-wide rear leaf springs for easy going—especially when riding empty or with a light load. And soft-riding tires up to L78-15 in size are available—including LR78-15 steel-belted radials. Front disc brakes are standard on both 4 x 2 and 4 x 4's.

Power (front disc) brakes are standard on all F-Series over 5200 lb. GVW. **New HD disc/drum brakes**, standard on all F-250 (over 6900 lb. GVW), F-250 4 x 4 and F-350, are significantly improved for '76. Pad and lining life are extended by 31% or more.

The massive Ford hood has double-wall sections and bridgelike construction for both strength and stiffness. The inner and outer panels are welded into a single rigid hood unit that minimizes vibration or flutter. Sturdy galvanized front fender aprons, pickup box inner panels and double-wall door and tailgate construction are other examples of Ford's strong, durable construction.

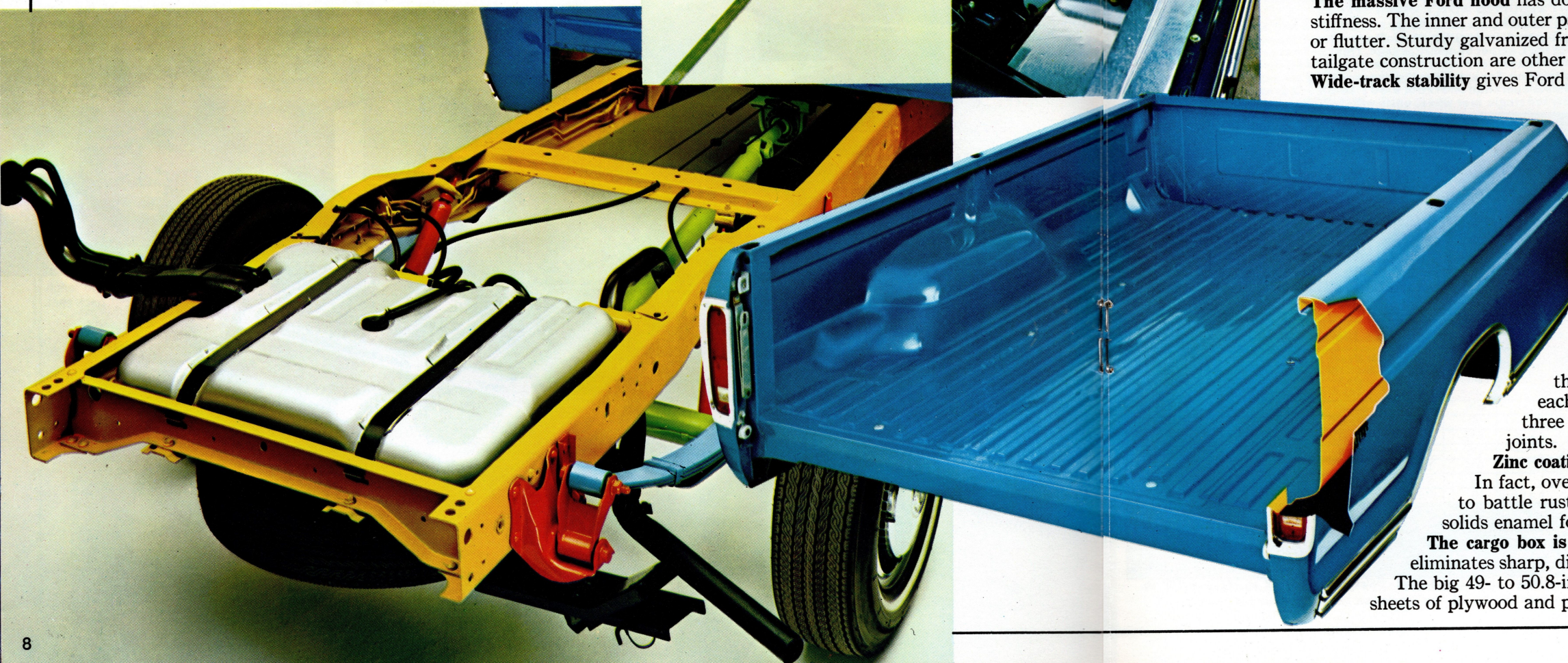
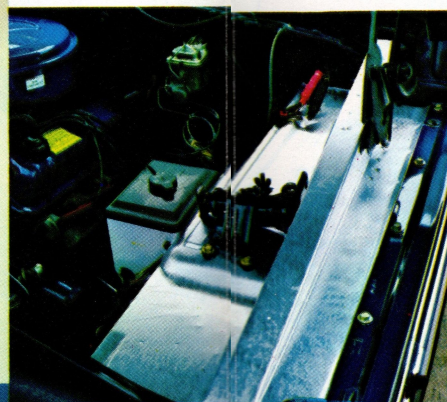
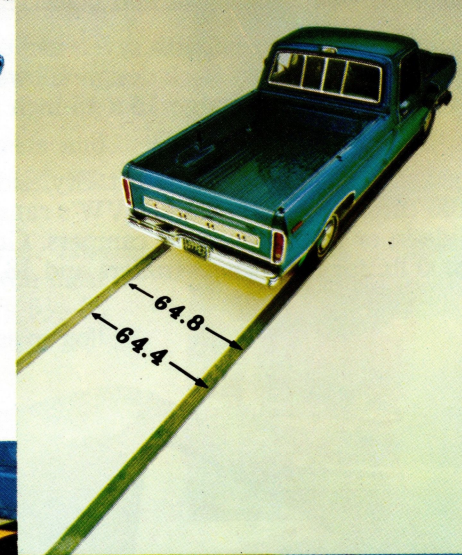
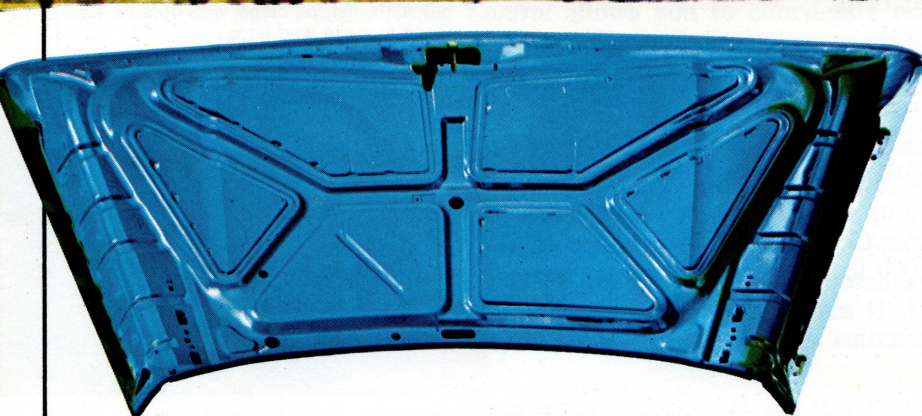
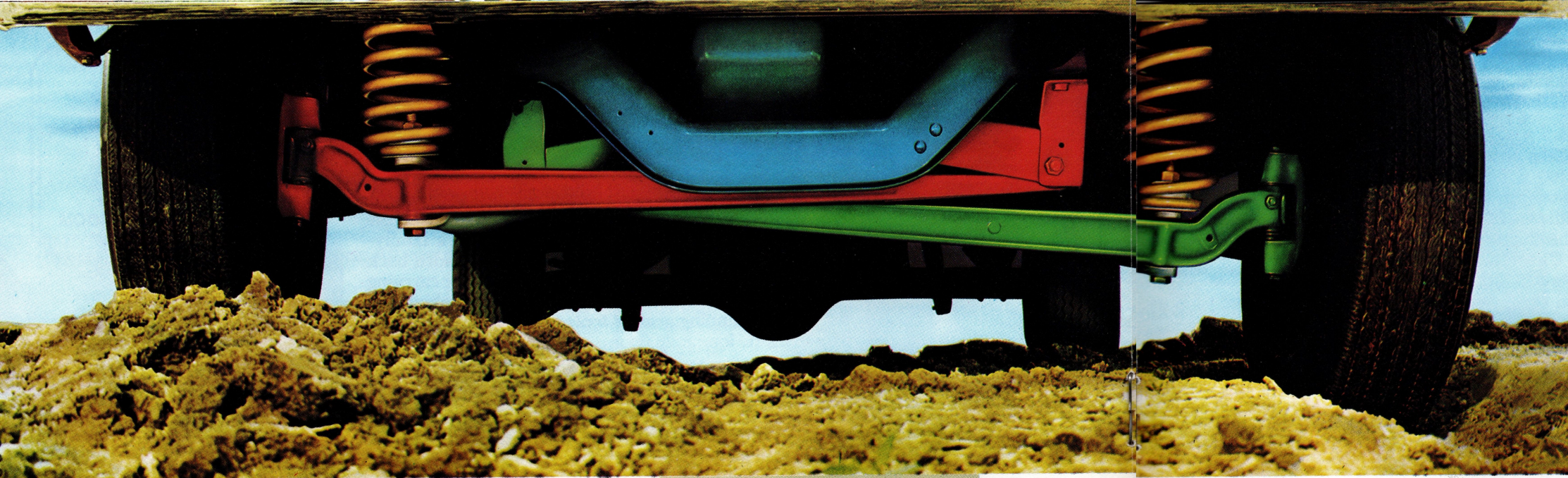
Wide-track stability gives Ford pickups a firm, steady stance and road holding ability. Tread width measures over 64 inches, and with front and rear tire tread widths practically equal (as illustrated at left), wheel tracking is even. Front and rear stabilizer bars are included in the Camper Special Package and are standard on the Ford Super Camper Special pickup for great resistance to roll.

Sturdy frames. F-100 through F-250 frames are extra wide from the cab on back providing a strong, stable foundation for the big Styleside pickup box. Sturdy frame siderails are up to 8-in. deep. On most models, the fuel tank is mounted within husky frame siderails under the pickup bed. **Long, wide progressive rear leaf springs** adjust to load conditions for a good ride—light or loaded. Leaf springs also provide control over lateral axle motion and absorption of driving and braking forces.

The Styleside body is built strong. Double-sidewall cargo box is only the beginning. Ford's design utilizes a single strong sheet of steel to form each outer wall. This construction eliminates the complex joining of the three separate pieces that it replaced, thereby reducing possible rust-prone joints.

Zinc coating covers the insides of the double sidewalls as well as the cargo side. In fact, over 200 sq. ft. of galvanized metal is used throughout Styleside pickups to battle rust and corrosion. Four-coat paint process includes two coats of high solids enamel for an attractive, hard gloss finish.

The cargo box is easy to clean, too. The pickup bed's curved wall-to-floor transition eliminates sharp, dirt-catching corners. You can quickly sweep or hose out the cargo box. The big 49- to 50.8-in. width between wheelhousings provides easy clearance for carrying sheets of plywood and paneling flat.



RECREATION

Ford, the RV specialist, continues to offer vehicles specifically engineered for recreation use. From long years of experience, Ford engineers know that big camper loads and other special characteristics demand special equipment for dependable reliability. That's why Ford developed complete "Camper Special Packages" to provide all the basics most campers need. Camper Special Packages are available with F-250 and F-350 regular cabs and SuperCabs—the big cab that can seat a family of six.

The popular *Ford F-350 Super Camper Special* is a "Rec Vehicle" through and through. This regular cab pickup features 140-in. wheelbase and offers high-capacity "Super Single" rear tires for accommodating big slide-in campers up to 12 ft. long. Ford's long-wheelbase/short-rear-overhang design distributes the optimum amount of camper weight ahead of the rear axle for good balance and roadability. GVW's range up to 10,000 pounds, and Ford attains this optional GVW rating with single rear tires. Big "Super Singles" (12.00 x 16.5 rear tires) give needed load capacity and stability without cumbersome dual tire widths. And single rear tires provide easier access than inside tires with duals should you need to change them.

The Super Camper's bodyside spare tire mount (illustrated on page 15) puts your optional spare within the right side of the pickup box wall ahead of the rear axle. An excellent location for convenient access and proper weight distribution.

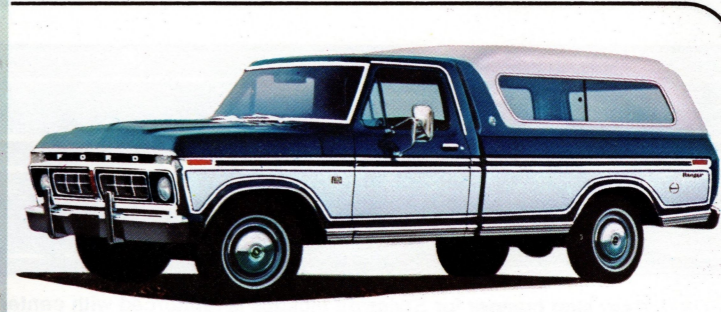
The F-350 Super Camper Special includes *as standard* all the features shown in the Camper Special Package (page 10) plus a big 360 V-8 engine with SelectShift Cruise-O-Matic. Ford also offers Camper Special Packages for F-250 and F-350—pickups and chassis-cabs.

F-250 Camper Special (Regular and SuperCab) provides a maximum GVW of 8000 lb. and 8100 lb. respectively. 133-in. wheelbase (155-in. SuperCab) allows good weight distribution with popular 8- to 11-ft. slide-in or chassis-mounted campers.

F-350 Camper Special chassis-cabs (Regular Cab, SuperCab & Crew Cab) are available for up to 12-ft. campers. The long 161-in. wheelbase Regular Cab with dual rear wheels has a GVW rating up to 10,000 lb. for camper bodies up to 14 ft. long. And because the body is mounted directly to the frame, you get a low center of gravity, and body widths up to 96 inches—from the floor straight up.



Regular Cab Pickups (F-250, F-350) take up to 12-ft. Slide-In Campers



Pickup box cover for all 8-ft. Stylesides. This modern fiberglass cover comes in two attractive trim levels—standard and deluxe. Both look slim and streamlined, but are 5 in. higher than the cab for spacious interiors. **Bodyside Accent Tape Panel** option is illustrated on Styleside pickup. *Options illustrated: Regular Cab is an F-350 Ranger XLT Super Camper Special with Tu-Tone paint, radio and Ford camper tie-down system. SuperCab is an F-250 Ranger XLT Camper Special with combination Tu-Tone paint, radio, flip-open side windows and Ford camper tie-down system. Pickup box cover is on an F-100 Ranger XLT with whitewall tires, front bumper guards, rear bumper and low-mount Swing-Lok mirrors. Trailer Special is an F-350 Ranger XLT with Deluxe Tu-Tone paint, front bumper guards, radio, auxiliary fuel tank and fifth wheel. Crew Cab is an F-350 Custom Camper Special with radio.*



SuperCab Pickups (F-250, F-350) take up to 11-ft. Slide-In Campers



Trailer Towing Packages for Conventional or Fifth-Wheel Trailers



Crew Cab Pickups (F-350) take up to 11-ft. Slide-In Campers

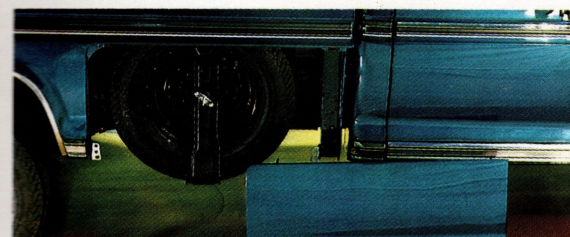
SERIES	Pickup Box Cover (8-ft. Styleside)	Pickup-Mounted Camper	Chassis-Mounted Camper	Trailer Towing Package
F-100 Regular & SuperCab	X	—	—	X
F-150 Regular & SuperCab	X	—	—	X
F-250 Regular & SuperCab	X	X	X	X
F-250 Crew Cab	—	—	—	X
F-350 Regular & SuperCab	X	X	X	X
F-350 Crew Cab	X	X	X	—



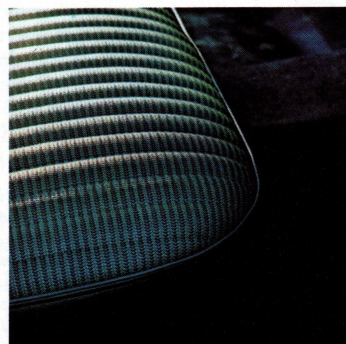
Rear step bumper for Styleside pickups is reinforced with center plate and is drilled for a ball hitch. A bright contour rear bumper is also offered for Stylesides, and a painted channel-type rear bumper is available on Flareside pickups.



Bright tie-down hooks. Eight convenient cargo tie-down hooks for all pickups. Three on each side and two on tailgate.



Concealed spare tire and wheel in right side of F-350 Styleside pickup and Super Camper Special.



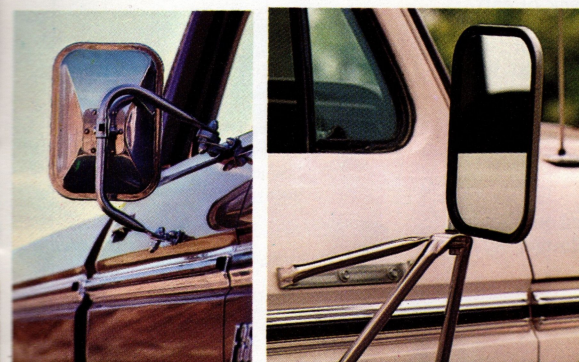
Breathable knitted vinyl seat trim for cool comfort (included in Custom Decor Group only).



SelectShift Cruise-O-Matic automatic transmission.



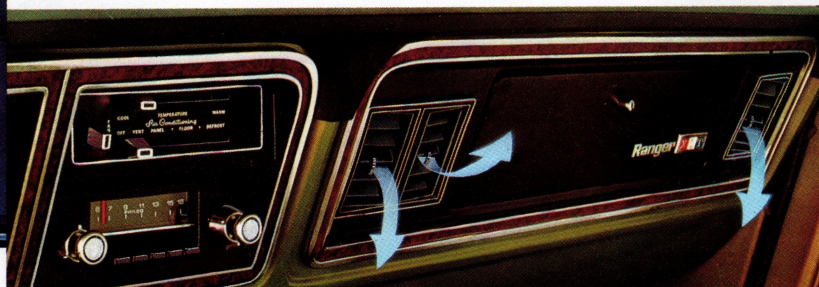
Dual tape stripes extending the full length of Styleside pickups are available in five paint-keyed colors. **Bright-metal bodyside moldings** with vinyl insert (std. with Ranger and Ranger XLT) also available.



Western mirrors are offered with long arms or low-mount Swing-Lok (left) and swing-out, low-mount recreation mirrors (right).



AM/FM stereo radio with speaker in each door or AM radio for your listening enjoyment.



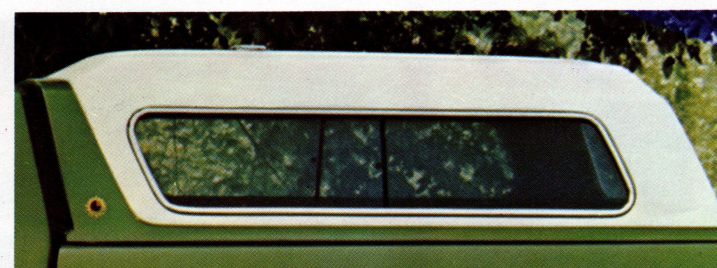
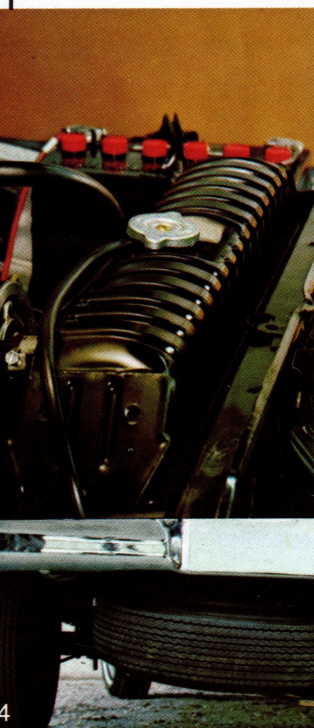
Air conditioner is a smart looking integral unit with heater for year-round comfort. Includes four directional outlets in instrument panel.



Black or white bright drip and texture painted roof with back-of-cab moldings.

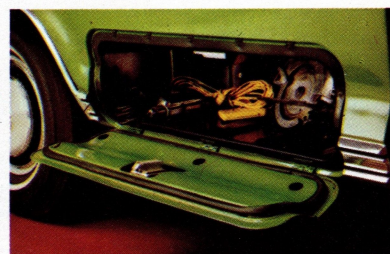


Flip-open (in place of fixed) rear side windows on SuperCabs, plain or tinted glass.



Pickup box cover for 8-ft. Stylesides has strong, lightweight fiberglass construction, tinted side and rear windows, roof vent, T-handle liftgate latch with lock. Deluxe model (shown) has sliding side windows with screens, bright side and rear window moldings, dome light, Tu-Tone paint color-keyed to the most popular truck colors (and White).

Super cooling package includes increased capacity radiator and HD transmission oil cooler (w/Cruise-O-Matic). Offered with 360 and bigger V-8's.



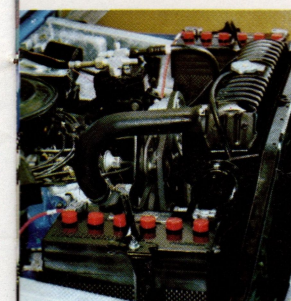
Tool storage box with locking door for easy-to-reach storage. Located in curbside of pickup box skirt on 8-ft. (133- or 155-in. wb.) Stylesides.



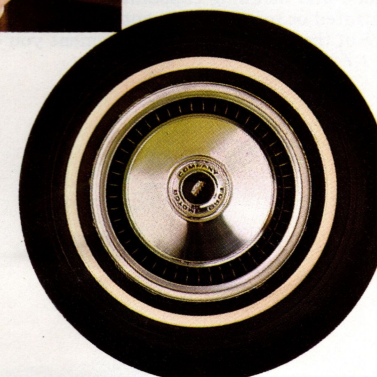
Speed control maintains pre-set speed for optimum operating economy and driving ease. It's a great boon on long-haul camper trips. Convenient control location on both sides of horn bar allows thumb operation without removing your hands from wheel. (With 460 V-8.)



Sliding rear cab window (tinted glass).



Auxiliary 12-volt 70 amp-hr battery with dual circuit charging system for camper applications.



Full wheel covers even with 16.5-in. wheels (except F-250 4 x 4's & F-350) or mag style for 15-in. wheels.

OPTIONS

Ford offers a wide choice of options to make your driving easier and more pleasant . . . your truck more functional for your business or personal use. In addition to all of the options shown at the left, the following options are also available:

Convenience group (standard on XLT) with intermittent windshield wipers, glove compartment door lock, door map pockets and 12-in. day/night inside mirror ■ Visibility Group with cargo, engine, glove compartment, ash tray, and under instrument panel courtesy lights ■ Northland Special Package with engine block heater (single 400 watt element with Six and 302 V-8, dual 800 watt with 360 and larger V-8's), 50% (-35°F) antifreeze, 70 amp-hr battery, 60-amp. alternator and limited-slip rear axle ■ Engine block heater, single 400 watt or dual 800 watt with 360 and larger V-8's ■ Power front disc brakes ■ Power steering ■ High-output heater (standard on SuperCab) ■ Dual electric horns ■ Trailer towing packages (up to 10,000 lb.) ■ Ammeter and oil pressure gauge ■ Frame-anchored camper tie-down system ■ Heavy-Duty 50-amp. camper wiring harness (includes 60-amp. alternator) ■ Heavy-Duty black vinyl seat upholstery ■ Auxiliary fuel tanks ■ Pickup box cover front sliding window ■ Custom Decor Group for Custom pickups (Regular and SuperCab) includes knitted vinyl seat trim, color-keyed floor mats with insulation, bright moldings around windshield and rear window, bright drip rail moldings, and bright hub caps (except 4 x 4's) ■ Locking gas cap ■ Protection Group with door edge and front bumper guards, and front bumper rub strip ■ Color-keyed removable rubber floor mats.

ENGINE AVAILABILITY

Engine	Bore and Stroke (in.)	Availability
300 cu. in. Six	4.0 x 3.98	Std. F-100, F-150, F-250, F-350 (Regular Cab)
302 cu. in. (2V) V-8	4.0 x 3.0	Opt. F-100 4 x 2 (Regular Cab)
360 cu. in. (2V) V-8	4.05 x 3.50	Std. F-100 4 x 4, F-350 Styleside, SuperCab and SCS, Opt. all others
390 cu. in. (2V) V-8	4.05 x 3.78	Opt. F-100 4 x 2
390 cu. in. (4V) V-8	4.05 x 3.78	Opt. F-150, F-250, F-350 (4 x 2's)
460 cu. in. (4V) V-8	4.36 x 3.85	Opt. F-150, F-250, F-350 (4 x 2's)

SPECIFICATIONS-COLORS

Standard Colors: Wimbledon White, Mecca Gold, Indio Tan, Castillo Red, Copper Metallic, Hatteras Green Metallic, Glen Green, Candy-apple Red, Raven Black, Bali Blue, Bahama Blue, Midnight Blue Metallic, Sequoia Brown Metallic, Chrome Yellow. Ginger Glow and Medium Green Glow colors are optional. Different Tu-Tones are obtained by using all the standard colors *except* Chrome Yellow. Wimbledon White may be used as the accent color for any color. Consult your Ford or Mercury Dealer for the other accent color combinations as well as the different ways the Styleside models may be painted. Tu-Tone applications are shown at right.

Box cover in Textured White is available on 8-ft. Styleside pickups.

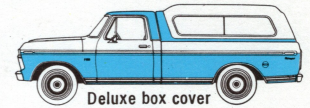
Deluxe box cover has Tu-Tone paint treatment with Textured White incorporating Styleside body color as an accent with selected colors. Textured White with Wimbledon White accent color is used with other body colors.

Regular: The accent color is applied to the roof and upper back panel with a belt line molding around back of cab.

Deluxe (Stylesides only): The accent color is applied to the area below the bodyside and lower tailgate moldings which are included in this option.

Combination (Stylesides only): Regular and Deluxe Tu-Tone options are combined with the accent color applied as specified above for these two options.

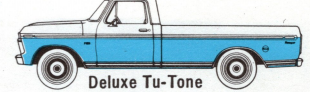
White Bodyside Accent Tape Panel (Stylesides only) with all body colors except White on Ranger and Ranger XLT, and with Regular Tu-Tone White accent.



Deluxe box cover



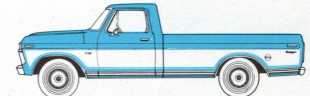
Regular Tu-Tone



Deluxe Tu-Tone



Combination



Bodyside Accent Panel

EQUIPMENT	TWO-WHEEL DRIVE				FOUR-WHEEL DRIVE OPTION		
	F-100	F-150	F-250	F-350 [■]	F-100 (4 x 4)	F-150 (4 x 4)	F-250 (4 x 4)
Maximum GVW (lb.)	5500 (5700 SC)	6050 (6200 SC)	8000 (8100 SC, 7800 CC)	10,000 (9350 SC)	5700	6400	7700
Axle, Front	(See GVW Packages on page 11)				3300	3550	3550
Axle, Rear: Max. Rating (lb.)	3300	3750	5300	7400	3300	3750	5300
Brakes: Power	Opt.	Std.	Std.	Std.	Std.	Std.	Std.
Clutch: Dia. (in.)—Area (in.)	11—123.7	11—123.7	11—123.7	11—123.7	11—123.7	11—123.7	11—123.7
Electrical: Battery (amp-hr)	45	45	45	45	45	45	45
Optional Battery (amp-hr)	70	70	70	70	70	70	70
Alternator (amp.)	40	40	40	40	40	40	40
Optional Alternator (amp.)	60	60	60	60	60	60	60
Engine: Displacement	300 Six	300 Six	300 Six	300 Six (360 V-8 SC & S)	360 V-8	300 Six	300 Six
Optional	302 V-8 (RC), 360 V-8 390 V-8	360 V-8 390 V-8 460 V-8	360 V-8 390 V-8 460 V-8	360 V-8 390 V-8 460 V-8	—	360 V-8	360 V-8
Shock Absorbers	Front & Rear	Front & Rear	F & R (HD Rear CC)	Front (F & R SC)	Front & Rear	Front & Rear	Front & Rear
Optional	HD	HD	HD	HD (std. SCS, S)	HD	HD	HD
Springs	(See GVW Packages on page 11—Computer Selected)				Computer Selected		
Steering: Optional	Integral Power				Integral Power		Linkage Power
Transfer Case	—	—	—	—	1-Speed	2-Speed	2-Speed
Optional 2-Speed	—	—	—	—	2-Spd.*; Full-Time 4-Wheel Drive (Regular Cab only)		
Transmission	3-Spd. Sync	3-Spd. Sync	3-Spd. Sync	4-Speed	4-Speed	4-Speed	4-Speed
Optional	4-Spd., Cruise-O-Matic	4-Spd., Cruise-O-Matic	4-Spd., Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic	Cruise-O-Matic
Wheels: Type—Rim Size	(5) 5-Hole—5.5K	(5) 5-Hole—6.0	(4) 8-Hole—6.0	(4) 8-Hole—6.0 (6.75 SC, S)	(5) 5-Hole—5.5K	(5) 5-Hole—6.0	(4) 8-Hole—6.0
Tires: Tubeless	G78-15B PT	L78-15D PT	8.00 x 16.5D TT	8.00 x 16.5D TT†	H78-15B PT	L78-15B PT	8.00 x 16.5D TT
Optional	Both tubeless and tube-type—including RADIALS—in sizes to match GVW requirements. Use adequate tires for loads and type of service. Consult your Dealer.						

[■]F-350 Super Camper Special specifications include as standard: 360 V-8, SelectShift Cruise-O-Matic transmission, 70 amp-hr battery, 60 amp. alternator, and other items as shown on pages 10 and 12. RC=Regular Cab SC=SuperCab CC=Crew Cab S=140" wb. Styleside Pickup PT=Passenger Type TT=Truck Type *F-100 New Process 205 with part-time drive. †9.50 x 16.5E with SuperCab, and 8.75 x 16.5E with Super Camper Special and Styleside Pickup.

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford of Canada reserves the right to discontinue models or options at any time or change specifications, equipment or design without notice and without incurring obligation. Some of the vehicle colors and paint combinations illustrated are special order options only. Truck body installations and modifications are the responsibility of the body manufacturer. Owners should assure themselves of the load and handling capabilities of their vehicle when selecting a camper or contemplating custom add-ons and modifications. All options and accessories illustrated or referred to as optional or available in this publication are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford or Mercury Dealer. *Canada. 30/12/76*



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