

1984 FORD F-SERIES PICKUP



The Best-Built American Trucks Are Built Ford Tough



At Ford, Quality is Job 1.

At Ford, quality is our top priority. Nothing ranks higher in the design, engineering, manufacture, sale and service of our cars and trucks.

We're determined to make the finest cars and trucks in the world. No exceptions.

Our product philosophy begins with the vision of a customer — of you — sitting behind the wheel of a new car or truck in one of our dealers' showrooms asking a series of questions about quality.

Does this Ford vehicle have the best quality I can find? Will it give me value and pleasure in use? Will it last? Will I get good service? Can I trust the manufacturer and the dealer?

We know that the answers to those questions will determine whether you buy our product or someone else's car or truck. So that's why quality is really Job 1 at Ford.

Our quality system is based on the concept of preventing quality problems, not merely detecting problems and trying to fix them.

Also, we're committed to an operating philosophy of continuous improvement in quality and every other aspect of our business. There is no upper limit to our quality performance. We believe further improvements are always possible.

And most important, Ford employees are directly or indirectly involved in improving the quality of Ford cars and trucks. We know that our jobs and the success of Ford Motor Company depend on building high quality vehicles that meet your needs and expectations.



Donald E. Petersen
President
Ford Motor Company

Ford F-Series: Best-Built Full-Size Pickup.

Ford's commitment to quality results in the best-built American trucks, based on a survey of owner-reported problems during the first three months of ownership of 1983 trucks. And the commitment continues in 1984.

1984 FORD F-SERIES PICKUPS

The tough, full-size Ford F-Series is available in 4x2 and 4x4 models with a wide range of powertrains — including the most powerful diesel in its class — and job-right payload capacities. Rugged construction, excellent room and ride make Ford Pickups right for both family driving and tough-truck jobs. As shown by total Ford Pickup sales leadership* for the last eight years.

The Ford F-Series full-size Pickup line is the only one to offer a choice of three cab styles:

- Regular Cab
- SuperCab
- Crew Cab

And all F-Series trucks are built with Ford's firm commitment to quality.

Shown from left to right at top:

Regular Cab Styleside Pickup

Regular Cab Flareside Pickup

Shown from left to right in second row:

SuperCab Styleside Pickup

Crew Cab Styleside Pickup



*R.L. Polk & Company cumulative registrations 1976 thru May 1983

A Word About This Catalog

Some of the equipment shown or described throughout the catalog is available at extra cost.

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POWER & EFFICIENCY

The Biggest Six in any Pickup

The standard engine* for both 4x4 and 4x2 models, the 4.9L Six is now controlled by the sophisticated EEC-IV electronic engine control system (trucks under 8,500 lb. GVWR).

EEC-IV: Intelligent Management of Power.

A computer, EEC-IV has the ability to digest an astonishing number of engine control commands — thousands of commands per second! With this capacity, EEC-IV provides instantaneous, precise control over engine operation throughout the full range of driver commands and engine load conditions.

Ford's EEC-IV Electronic Engine Control System

EEC-IV features include:

- SELF-TEST — to aid in system diagnosis.
- SPARK CONTROL — for precise ignition timing throughout the range of engine operation.
- "KEEP ALIVE" MEMORY — to adjust engine functions based on component wear.



*On F-250 HD and F-350 4x4, and F-350 4x2 dual rear wheel Styleside, the 5.8L V-8 is standard (Calif. requires 7.5 V-8 or 6.9L diesel).

5.0L V-8. This popular workhorse is optional in F-150 through F-250 Series (under 8,500 lb. GVWR).

5.8L V-8. Ford's electronic engine control (EEC-IV) monitors and regulates fuel-air mixture for optimum performance and economy under all operating conditions on models under 8,500 lb. GVWR. Standard on F-250 HD and F-350 4x4, and F-350 4x2 dual rear wheel Styleside (except Calif.), optional for most other models.

New, more powerful 5.8L V-8 HO

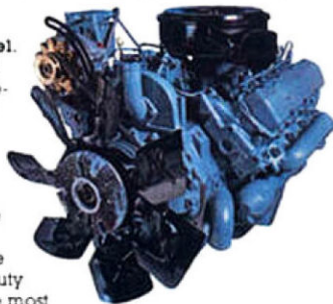
For outstanding performance — including trailering applications — the new Ford 5.8L V-8 HO

will be offered in November, 1983. This engine develops 27% more horsepower (SAE standard J-1349) than its closest competition today for trucks under 8,500 lb. GVWR. Big, tree-breathing "Holley 4180" four-barrel carburetor, large 17-in. air cleaner, and special low-back pressure exhaust system provide load-moving pickup and power. This engine is available with SelectShift automatic transmission.

7.5L V-8. Big V-8 power and pickup for maximum trucking ease. Ideal for big campers, trailer towing, and hefty commercial uses. Available in F-250 HD and F-350.

6.9L V-8 diesel.

Newest, most powerful true-truck heavy-duty diesel available in pickups today. Top performance with diesel economy. The 6.9L heavy-duty diesel has the most power in its class — 33 horsepower more than its closest competitor. You get a great combination of hi-cube performance with traditional diesel fuel economy.* Trailer towing capacities go up to 15,500 lb. GCWR and 10,000-lb. trailers.



In 1983, Ford fuel economy tests the 6.9L diesel showed 49% better fuel economy** than Ford's similar size gas engine. See your Ford Dealer for facts on how soon this diesel can pay off in your operation. Optional F-250 HD and F-350.

*EPA ratings not applicable.
**EPA ratings not applicable. Based on Ford tests simulating on-road driving conditions. Improvement over gas engines varies depending on use.

Fan clutch saves fuel and power

Ford's viscous-type fan clutch — standard across the line — engages the fan only as needed. Saves power and fuel when the fan is not being driven.



The Sand Wash challenges the F-Series pickup's traction and high pulling power.

New clutch interlock system

With manual transmissions, a new clutch interlock prevents inadvertent starting of the engine before the clutch is completely depressed.



Efficient transfer case

The 2-speed transfer case is the heart of 4x4 drive. Ford's convenient floor-mounted lever allows shifting between 2-wheel high and 4-wheel high without stopping (with hubs locked). The transfer case shift pattern is as follows:

- 2H — For normal highway driving, power to rear wheels only.
- 4H — Normal-traction ratio, power to all four wheels. (Dash-mounted 4x4 drive light "On.")
- N — Neutral, no power to any wheels.
- 4L — Maximum-traction ratio, power to all wheels at reduced speed. (4x4 drive light "ON.")

Choice of manual or automatic locking 4x4 hubs

For serious 4x4 enthusiasts, the standard free-running front hubs are the manual locking type. In 2-wheel drive with the hubs unlocked, the front axles and driveshaft remain motionless, reducing friction and wear. Popular, optional automatic locking hubs allow you to switch to the extra traction of 4-wheel drive without leaving the driver's seat.



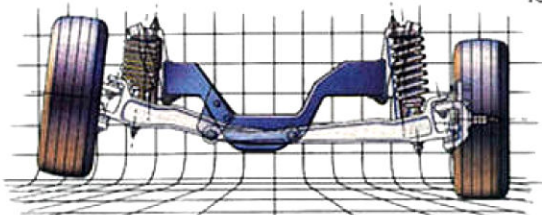
Automatic Overdrive option.

In overdrive 4th gear, torque is transmitted by way of direct (100%) mechanical linkup, which eliminates power-wasting hydraulic slippage. In overdrive gear, engine rpms are cut by about one-third to decrease fuel consumption. Available in F-150/250 4x2's.

RIDE & HANDLING

Twin-I-Beam independent front suspension

Famous Ford Twin-I-Beam independent front suspension (4x2) is designed for both ruggedness and ride. Each wheel has its own forged I-beam axle and separate big coil spring. So, each wheel steps over bumps independently for a smooth ride — plus you get the strength of two forged I-beam axles. F-150 Twin-I-Beam includes lubed-for-life ball joints and adjustable camber.



Computer-aided suspension design

Some of the most advanced automated vehicle design and analysis equipment in the world is at Ford's Engineering Computer Center. Computer-aided engineering techniques like Finite Element Structural Analysis allow engineers to construct mathematical models on computer screens and simulate vehicle and component behavior exactly as if under actual operating conditions.

On heavy duty Ford Pickups (F-250 HD and F-350) where extra hefty payloads are expected, computer analysis was used to find the optimum com-

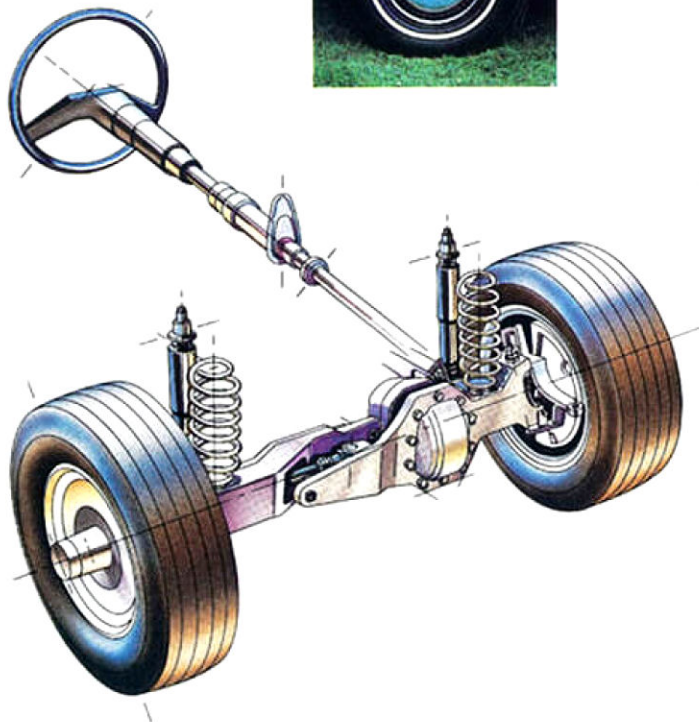


The durability route at Ford's Arizona Proving Ground tests the truck's entire structural integrity.

ination of smooth-riding springs combined with the high capacity needed to carry big rated loads.

4x4 Twin-Traction Beam Independent front suspension

Twin-Traction Beam has helped Ford 4x4s over the rough spots for years. It combines off-road toughness with power to the front wheels, and an independent suspension system. Husky front springs (coil on F-150, leaf on F-250/350) and independent wheel action ease front wheels over bumps separately. Suspension design assists off-road handling and control, and smooths the ride.



P-metric tires

P-metric radial tires are standard on all the high volume Ford F-150 4x2 and 4x4 models. These tires contribute to both ride quality and fuel efficiency with increased inflation pressure and reduced rolling resistance tread compounds. LT metric steel-belted radial tires are Standard on F-250 and F-350 Series.



THE F-SERIES ENVIRONMENT

Room to ride in comfort

- 3-passenger room with Regular Cab
- 6-passenger family room SuperCab with optional folding rear bench seat
- 6-passenger room with Crew Cab

Spacious Ford full-size F-Series pickups have a wide full-width bench seat with 64.2 inches of shoulder room for 3-passenger seating comfort. And the big Crew Cab has 64.8 inches of shoulder room for rear seat passengers. There's full-size head and leg room, too.



The F-Series front seat has a full-foam pad over springs for soft, resilient seating comfort. Generous 5.5 inches of seat travel allows proper adjustment for short or tall drivers and those in between.

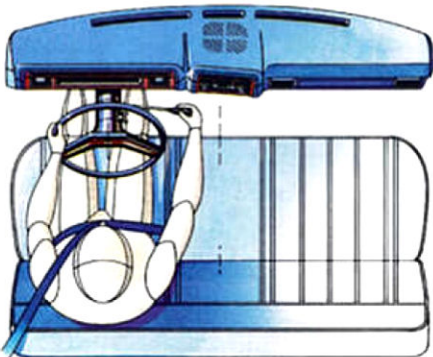


Captain's Chairs

Attractive cloth-and-vinyl trimmed reclining Captain's Chairs are available in SuperCab pickups for individualized seating. Driver's chair has 5.5 inches of travel. The passenger chair pivots forward for convenient access to the rear passenger or load area. Handy center console has a large compartment with flip-open top and locking latch. Optional with Captain's Chairs.

Ford F-Series ergonomics

The science of ergonomics involves the interior design of a vehicle for convenience and comfort. The Ford cab is ergonomically designed to put the driver in full command. The well-engineered instrument panel has a "wraparound" configuration that visibly clusters instruments for fast read-out and places controls for ready access. Brow-



mounted warning lights, above the instruments, are easy to monitor. And the wide firm seat is comfortable for driver and passengers alike.

Behind seat storage

Even the Ford Regular Cab has a tilting bench seat back for easy access to the full-width behind-seat storage area.



QUALITY & CONSTRUCTION

Computer Assisted Design/ Computer Assisted Manufacturing

Human ingenuity and computer technology are close partners in the design and production of Ford light trucks.

Today Ford is one of the biggest users of computer software and graphics equipment to assist in the design, performance testing and even the machining of molds for manufacturing parts.

Newly designed parts can be "stress-tested" with computer 3-dimensional simulations to find (and redesign or reinforce if necessary) high stress areas before the first prototype is ever built. Then, after computer-assisted design and development, components are tested in the laboratory and complete trucks are tested on the proving grounds to confirm computer findings. And in addition, Ford has a special pilot plant where new vehicles are assembled to work out any production problems before general assembly is started across the country.

It's another step taken to make sure... at Ford. Quality is Job 1.

Designed for big payloads

Ford Pickups are built to carry big payloads — up to 4,730 lb. — 5,680 lb. with dual rear wheels.



GCWRs go up to 18,500 lb. for pulling really big trailers.

Double-wall strength

Ford's double-wall construction is used in the roof, hood, doors, styleside pickup box sides and tailgate, employing inner and outer panels to increase the structural rigidity of the sheet metal. This is especially important in the cargo area, where the inner panel will frequently absorb the impact of a shifting load, leaving the outer panel unmarred. The Styleside pickup box also features all-welded construction with rounded corners and integral load floor skid strips.



Tough backbone

Parallel ladder-type Ford frames feature heavy-gauge, deep-section channel side-members fabricated from hot-rolled steel. Tough cross-members — up to eight — provide a solid foundation for top-rated payloads.



Tough, brilliant finish

An essential ingredient in a quality paint finish is excellent adhesion of the primers and paint. The first step Ford takes to achieve this result is cleaning the entire body with a phosphate system to remove dirt, grease and oil, and thoroughly prepare the surface for the paint coats to come.

Ford's multi-step paint process is next with primer, followed by three finish applications of tough



Consult your dealer for details on equipping your truck for snow plow service.

acrylic enamel that's baked on for an even, brilliant finish to be proud of.

Computer match-up

Ford computers are tied into a complete information system that allows Body Engineering, Chassis Design and Metal Stamping Division to draw needed design drawings at anytime to insure proper coordination so components go together right.

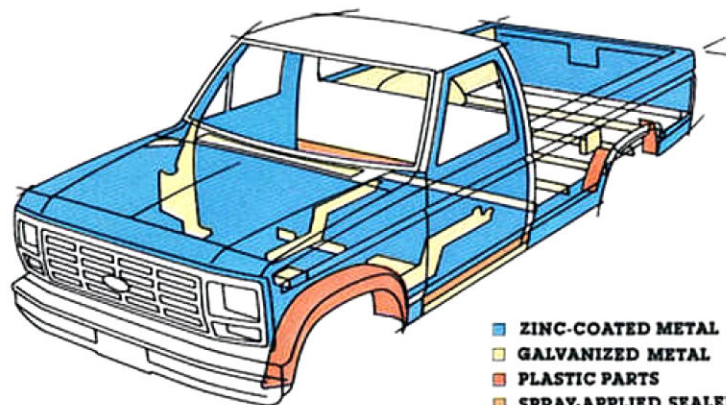
During actual assembly on the line, special attention is given to careful fit of doors, hood, pickup box, and sheet metal. And even small things as tape stripes and moldings must run true.



Ford's extensive corrosion testing includes a salt bath, which exposes all areas of pickup's underbody and engine compartment to corrosive spray.

Ford Styleside Pickup corrosion protection

Extensive corrosion protection is used throughout key elements in the vehicle structure. Many important structural components and exterior panels are made with zinc-coated metal and galvanized precoated steels which are more resistant to corrosion than regular steel.



- ZINC-COATED METAL
- GALVANIZED METAL
- PLASTIC PARTS
- SPRAY-APPLIED SEALERS

Special sealers and aluminized wax are used extensively to help keep moisture away from the inside of the body panels and other critical areas. **Plastic front fender aprons and rear wheel splash shields** cannot rust. They help protect exposed areas from stone pecking, mud packing and corrosive road salts.

Improved quality*

Market research data in early 1983 revealed that Ford light truck quality improved on average 47% compared with 1980 models based on owner reported problems. Ford F-Series Pickups (4x4 and 4x2) contributed to this outstanding improvement.

*Based on a Ford Motor Company survey of 6,500 owners of early 1983 model Ford cars and trucks.

Quality: a team effort.

Engineers and assembly personnel work closely to improve the production process through Ford's Employee Involvement Program. There are more than 1,100 Employee Involvement Groups in America alone. Defect detection is not the principal concern. Emphasis is primarily on defect prevention. This is a true team effort, from the workers on the line all the way up to Donald Petersen, President of Ford Motor Company.

Scheduled maintenance

Ford wants to reduce both the frequency and cost of normal scheduled maintenance on its trucks to an absolute minimum. Here are some examples of scheduled maintenance intervals for the new F-150 with popular 4.9L I-6 engine. For complete maintenance recommendations, refer to the Owner's Guide.

Engine Oil Change	each 10,000 miles
Spark Plug Change	each 30,000 miles
Air Filter Replacement	each 30,000 miles
Engine Coolant Replacement	each 50,000 miles or 3 years

Ford Lifetime Service Guarantee

Participating Ford Dealers are now offering the Lifetime Service Guarantee, which guarantees their work for as long as you own your truck. It means that you pay for a covered repair on your Ford car or light truck once — and never again. If it ever has to be fixed again, the repairing dealer will fix it free. Free parts. Free labor. Even if you keep your truck a lifetime. It doesn't matter where you bought your truck, or whether it's new or used; the work is still covered by the repairing dealer.

This limited warranty covers vehicles in normal use. Items not covered are routine maintenance parts, belts, hoses, sheet metal and upholstery. See any participating Ford Dealer for details.

FORD TOPS ALL THE OTHERS IN TOWING



Bright Swing-Out Recreational Mirrors are optional.



Easily removable Tailgate lets you slide big campers right in (second illustration at right).

Here's the biggest RV trailer towing capacity in the industry!

The axiom, "You can pull more than you can carry" was never truer than it is today. Ford Pickup GCWRs go up to 15,500 lb. with big, powerful 6.9L diesel pulling power. And the hi-cube 7.5L gas V-8 is also offered for big trailer towing capacity — up to 18,500 lb. GCWR.

Trailers have long been popular recreation vehicles. They are easy to set up at your campsite, and the towing pickup then becomes available for personal transportation. For example, there's room for a family of six in the Ford SuperCab with optional rear bench seat. And six big adults can ride comfortably in the Ford Crew Cab.

Carefree camping fun begins with sound, sure getaway transportation to the campsite. And the farther the campsite is beyond the road, the more 4x4 traction, ground clearance, angles of approach/departure and tough construction are a necessity. In short, a 4x4 that's Built Ford Tough.

Both tough 4x2 and 4x4 Ford F-Series pickups offer a complete Trailer Towing/Camper Package with all the basics included for today's recreation uses. Consult your Ford Dealer or '84 Ford Recreation Vehicle Brochure for additional information.





Trailer Towing/Camper Package

- Handling Package: Front/Rear Stabilizer Bars, Heavy-Duty Front Springs, Heavy-Duty Front and Rear Shock Absorbers, Quad Front and Heavy-Duty Rear Shock Absorbers (on F-150 Regular Cab 4x4 only)
- Alternator, 60 amp. (std. w/6.9L Diesel)
- Battery, 63 amp-hr. Heavy-Duty Maintenance-Free (except w/6.9L Diesel)
- Ammeter and Oil Pressure Gauges
- Bright Low-Mount Western Swing-Away Mirrors
- Auxiliary Transmission Oil Cooler (Automatics only)
- Trailer Wiring Harness • Heavy-Duty Turn Signal Flasher
- Extra Engine Cooling (except with 6.9L Diesel and 7.5L V-8)
- Engine Oil Cooler (with 7.5L V-8)



FORD XLT: TOP OF THE LINE

Ford's finest full-size pickup, the XLT has that distinguished, top-of-the-line look — inside and out.

Outside: The sleek exterior lines are accentuated by a full-length lower bodyside molding with protective black vinyl insert and distinctive, brushed aluminum Styleside tailgate applique.

Inside you'll find outstanding comfort and convenience. There's wall-to-wall cut-pile carpeting, deluxe steering wheel with woodtone insert, woodtone applique on door trim panels plus a full-length storage bin on lower door panels, and much more as shown in the trim chart on page 16.

F-150 XLT 4x4 Styleside Pickup shown above with optional Deluxe Tu-Tone, bright low-mount Western mirrors, Protection Group, auxiliary fuel tank, sliding rear window rear step bumper, SWL tires, chrome grille and sport wheel covers.



FORD XL: INTERMEDIATE LEVEL

Ford XL adds a number of appearance and comfort features to the standard model. Exterior touches include bright wheel lip moldings and new two-color dual bodyside accent side paint stripes on single-rear-wheel Stylesides (bodyside surround tape stripe and tailgate tape letters on Flareside and dual-rear-wheel pickups), and bright insert on rear window weatherstrip.

Interior appointments include a broad range of refinements from an attractive color-keyed cloth headliner, cloth and vinyl seat trim, passenger as well as driver's door courtesy light switches, bright door trim surround molding, cigarette lighter, woodtone instrument panel appliques, color-keyed floor mat, deluxe color-keyed seat belts, and more as shown on page 16.

F-150 XL Styleside Pickup shown below with optional Deluxe Tu-Tone, WSW tires, sport wheel covers, Protection Group, rear step bumper, sliding rear window, bright low-mount Western mirrors and auxiliary fuel tank.





FORD STANDARD PICKUP

Far from spartan, the value-packed Ford F-Series has a high level of standard equipment — inside and out.

Exterior features include: Chrome front bumper • Light argent grille with bright surround molding • Bright windshield molding • New bright hub caps* • Bright door-mounted mirrors • Rectangular halogen headlights • Styleside Pickups also provide rope-tie-down holes, stake pockets and easily removable tailgate.

Inside, Ford's roomy interior has these features: All vinyl seat trim • AM radio (may be deleted for credit) • Pivoting vent windows • Glove box • Temperature gauge • Color-keyed windshield pillar, header and cowl-side trim panels • New textured steel-roof — cloth headliner with Super-Cab and Crew Cab • Color-keyed door trim panels with foam-padded armrests • Floor insulation and carpet-texture rubber mat • Day/night rearview mirror • Inside hood release • Key ignition warning buzzer • Parking brake engaged warning light. And more, see page 16.

*Except with dual rear wheels or F-250/F-350 4x4s with 4,600-lb. front axle

F-150 Standard Styleside Pickup shown above with optional auxiliary fuel tank, Deluxe Insulation Package and sliding rear window



FORD SUPERCAB

Ford's SuperCab has features the others can't match. It's the only two-door pickup big enough for an optional full-width bench seat in back. It's roomy enough for a family of six. And when not needed for passengers, the seat folds down flat with a steel back to form a handy load floor. Without the rear seat, there is a full 37.4 cu. ft. of interior loadspace for carrying cargo, camping gear or luggage.

Front seating arrangements include: front bench seat or optional Captain's Chairs with optional center console.

Ford SuperCab pickups are available in three choices of trim levels — Standard, XL or XLT.





FORD CREW CAB

Rugged and roomy you can take the whole crew and their gear in comfort and convenience... the Crew Cab seats six big adults with ease. There are two full-width, full-foam bench seats. Four large doors provide fast, convenient entry and exit. And all door windows roll down for ventilation.

Ford 6-passenger Crew Cab models have an 8-ft. Styleside pickup box, and are available in 4x2 and 4x4 models, standard and XL trim levels.



FORD CHASSIS-CAB

For special requirements, versatile F-Series Chassis-Cabs can easily accommodate the custom body that will make your job easier, more efficient. Chassis-Cabs are available in 4x2 and 4x4 models with GVWRs up to 11,000 and 9,000 pounds respectively. Twin-I-Beam (4x2) and Twin-Traction Beam (4x4) independent front suspensions are standard for both ruggedness and ride.

Ford F-Series Chassis-Cabs will accommodate custom bodies up to 12 feet in length. Ask your dealer for a Ford Chassis-Cab brochure which has complete details.



FORD F-SERIES SPECIFICATIONS

EQUIPMENT	2-WHEEL DRIVE PICKUP				
	F-150	F-250 (12)	F-250 HD	F-350	F-350 DR (RC)
Maximum GVWR Reg. Cab	6,100 lb	7,600 lb	8,600 lb	8,700 lb	10,000 lb
SuperCab/Crew Cab	6,250 lb SC	—	8,800 lb SC	9,200 lb CC	—
Axle, Front (max. rating)	3,400 lb	3,900 lb	4,000 lb	4,000 lb	4,000 lb
Axle, Rear (max. rating)	3,750 lb	4,050 lb	6,250 lb FF(11)	6,250 lb FF(11)	7,400 lb FF
Brakes Power	Std	Std	Std	Std	Std
Clutch (Hyd. Actuation) Dia./Area	10 in./95.7 sq. in.	10 in./95.7 sq. in.	11 in./123.7 sq. in.	11 in./123.7 sq. in.	11 in./123.7 sq. in.
Electrical Battery (amp-hr)	Std 36(2) Opt 63(2) 81 aux with 63(2)	Std 36(2) Opt 63(2) 81 aux with 63(2)	Std 36(2)(3) Opt 63(2) 81 aux with 63(2)	Std 36(2)(3) Opt 63(2) 81 aux with 63(2)	Std 36(2)(3) Opt 63(2) 81 aux with 63(2)
Alternator (amp)	Std 40 Opt 60	Std 40 Opt 60	Std 40(4) Opt 60	Std 40(4) Opt 60	Std 40(4) Opt 60
Engine Displ.	Std 4.9L I-6 Opt 5.0L V-8 5.8L V-8 5.8L V-8 HO(1)	Std 4.9L I-6 Opt 5.0L V-8 5.8L V-8(6) 5.8L V-8 HO(1)(6)	Std 4.9L I-6 Opt 5.8L V-8(6) 7.5L V-8 6.9L diesel	Std 4.9L I-6 Opt 5.8L V-8(6) 7.5L V-8 6.9L diesel(6)	Std 4.9L I-6 Opt 5.8L V-8(6) 7.5L V-8 6.9L diesel
Fuel Tank Capacity Reg. Short wb Long wb	Std 16.5 gal. (62L) Opt 19 gal. (72L)	Std 19 gal. (72L)	Std 19 gal. (72L)(7)	Std 19 gal. (72L)(7)	Std 19 gal. (72L)(7)
Dual Tank* Short wb Long wb	Opt 35.5 gal. (134L) 38 gal. (144L)	—	Opt 38 gal. (144L)(8)	Opt 38 gal. (144L)(8)	Opt 38 gal. (144L)(8)
Shock Absorbers	Std Front & Rear Opt HD	Std Front & Rear Opt HD	Std Front & Rear(9) Opt HD	Std Front & Rear(9) Opt HD	Std Front & Rear(9) Opt HD
Springs Front Rear(10)	Std Coil Leat. Single Stage	Std Coil Leat. 2-Stage	Std Coil Leat. 2-Stage	Std Coil Leat. 2-Stage	Std Coil Leat. 2-Stage
Steering	Std Manual — SC Power	Std Manual — SC Power	Std Power	Std Power	Std Power
Transmission	Std 3-spd manual Opt 4-spd overdrive manual 4-spd manual SelectShift auto Auto overdrive	Std 3-spd manual Opt 4-spd overdrive manual 4-spd manual SelectShift auto Auto overdrive	Std 4-spd manual Opt SelectShift auto	Std 4-spd manual Opt SelectShift auto	Std 4-spd manual Opt SelectShift auto
Wheels Type/Rim Size	Std (5) 5-hole—5.5 K SC 6 JK	Std (4) 8-hole—6 K	Std (4) 8-hole—6 K	Std (4) 8-hole—6 K	Std (6) 8-hole—6 K
Tires Tubeless	Std P195/75R-155L SC P235/75R-153L Opt Tubeless tires in sizes to match payload package requirements. Use adequate tires for type of service. Consult your Ford Dealer.	Std LT215/85R-16C	Std LT235/85R-16E	Std LT235/85R-16E	Std LT215/85R-16D

*Rims only HO = High Output FF = Full Floating HD = Heavy Duty DR = Dual Rear Wheels RC = Regular Cab SC = SuperCab CC = Crew Cab
(1) Available November 1983 and will replace 5.8L V-8(2) for under 8,500 lb. GVWR automatic transmission applications (2) Maintenance-free (3) Dual 83
amp-hr batteries included with 6.9L diesel (4) 60 amp. alternator included with 6.9L diesel (5) N.A. in Calif. (7) 30 gal. (76L) with
6.9L diesel (8) 39 gal. (148L) with 6.9L diesel (9) HD included with 6.9L diesel and 7.5L gas V-8 (10) For selection of HD rear springs and auxiliaries see your
Ford Dealer (11) 6,300 lb. included with 7.5L V-8 with manual transmission and 6.9L diesel with 3.54 or 4.10 axle ratio (12) Includes front and rear stabilizer bars
and 5,300 lb. rear axle with 7,300 and 7,800 lb. GVWRs

FORD F-SERIES TRIM CHART

INTERIOR	STANDARD	XL	XL(1)
AM Radio	Std	Std	Std
Coat Hook	Std	Std	Std
Cigarette Lighter	—	Std	Std
Courtesy Light Switch	LH	LH & RH	LH & RH
Day/Night Mirror	Std (9)(*)	Std (12)*	Std (12)*
Door Trim Panel Mouldings Applique	—	Bright Surround	Bright Surround with Woodtone Applique and Storage Bin
Floor Covering	Black Rubber Mat	Color Keyed Mat(2)	Color Keyed Carpeting
Hood Release	Inside	Inside	Inside
Instrument Panel	Argent Applique(3)	Woodtone Applique	Woodtone Applique
Seat Back	Folding(4)	Folding Fully Covered(4)	Folding Fully Covered
Seat Belt	Std(5)	Deluxe(7)	Deluxe(7)
Seat Trim	All Vinyl(7)	Cloth & Vinyl(7)	Cloth & Vinyl(7)
Scuff Plates	Black (Alum. SuperCab & Crew Cab — 8)	Aluminum	Aluminum
Steering Wheel	Black	Black	Woodtone Insert
Sun Visors (vinyl)	Std(7)	Std(7)	Std(7)
Headlining (cloth)	(SuperCab and Crew Cab)(6)(7)(8)	Std(7)	Std(7)
Mouldings Trim Panels Above Belt Line	(SuperCab and Crew Cab)(7)(8)	Std(7)	Std(7) (also below belt line with SuperCab)

(1) N.A. Crew Cab (2) Color-keyed carpet with Crew Cab (3) Woodtone with diesel (4) Fixed front and folding rear on Crew Cab (5) Color-keyed
on Crew Cab. Black on others (6) Textured steel on Regular Cab (7) Color-keyed (8) Included on Regular Cab with Deluxe Insulation Package

EQUIPMENT	4-WHEEL DRIVE PICKUP			
	F-150	F-250	F-250HD	F-350
Maximum GVWR Reg. Cab	Max. 6,250 lb	6,600 lb	8,600 lb	9,000 lb
SuperCab/ Crew Cab	Max. 6,450 lb	—	8,600 lb SC	9,300 lb CC
Axle, Front (max. rating)	3,550 lb	3,850 lb	3,850 lb (9)	4,600 lb
Axle, Rear (max. rating)	3,750 lb	4,050 lb	6,250 lb FF(7)	6,250 lb FF(7)
Brakes Power	Std	Std	Std	Std
Clutch (hydraulic) actuation) Dia./area	—	10 in./95.7 sq. in.	—	11 in./123.7 sq. in.
Electrical Battery (amp-hr)	Std 36(3) Opt 63(5) 81 aux with 63(5)	Std 36(3) Opt 63(5) 81 aux with 63(5)	Std 36(1)(5) Opt 63(5) 81 aux with 63(5)	Std 36(1)(5) Opt 63(5) 81 aux with 63(5)
Alternator (amp)	Std 40 Opt 60	Std 40 Opt 60	Std 40(2) Opt 60	Std 40(2) Opt 60
Engine Displ.	Std 4.9L I-6 Opt 5.0L V-8 5.8L V-8 5.8L V-8 HO(10)	Std 4.9L I-6 Opt 5.0L V-8 5.8L V-8 5.8L V-8 HO(10)	Std 5.8L V-8(3) Opt 7.5L V-8 7.5L V-8 Diesel HO(12)	Std 5.8L V-8(3) Opt 7.5L V-8 7.5L V-8 Diesel HO(12)
Fuel Tank Capacity (Reg.) Short wb Long wb	Std 16.5 gal. (62L)	—	—	—
Dual Tank Short wb Long wb	Opt 35.5 gal. (134L) 38 gal. (144L)	—	Opt 38 gal. (144L)(4)	Opt 38 gal. (144L)(4)
Shock Absorbers	Std Front & Rear Opt HD	Std Front & Rear Opt HD	Std Front & Rear Opt HD	Std Front & Rear Opt HD
Springs Front Rear	Std Coil Leat. Single Stage	Std Coil Leat. 2-Stage	Std Coil Leat. 2-Stage	Std Coil Leat. 2-Stage
Steering	Std Manual Locking	Std Manual Locking	Std Manual Locking	Std Manual Locking
Shock Absorbers	Std Front & Rear Opt HD	Std Front & Rear Opt HD	Std Front & Rear Opt HD	Std Front & Rear Opt HD
Springs Front Rear Springs Optional	Std Coil Leat. Single Stage	Std Coil Leat. 2-Stage	Std Coil Leat. 2-Stage	Std Coil Leat. 2-Stage
Steering	Std Power	Std Power	Std Power	Std Power
Transfer Case	Std 2-spd	Std 2-spd	Std 2-spd	Std 2-spd
Transmission (6)	Std 4-spd Manual Opt 4-spd Overdrive Manual SelectShift Auto	Std 4-spd Manual Opt 4-spd Overdrive Manual SelectShift Auto	Std 4-spd Manual Opt 4-spd Overdrive Manual SelectShift Auto	Std 4-spd Manual Opt 4-spd Overdrive Manual SelectShift Auto
Wheels No./Type/ Rim Size	Std 5/5-hole/ 6 JK	Std 4/8-hole/ 6 K	Std 4/8-hole/ 6 K	Std 4/8-hole/ 6 K
Tires Tubeless	Std P235/ 75R-153L Opt Tubeless tires in sizes to match payload package requirements. Use adequate tires for type of service. Consult your Ford Dealer	Std LT215/ 85R-16C Opt Tubeless tires in sizes to match payload package requirements. Use adequate tires for type of service. Consult your Ford Dealer	Std LT235/ 85R-16E Opt Tubeless tires in sizes to match payload package requirements. Use adequate tires for type of service. Consult your Ford Dealer	Std LT235/ 85R-16E Opt Tubeless tires in sizes to match payload package requirements. Use adequate tires for type of service. Consult your Ford Dealer

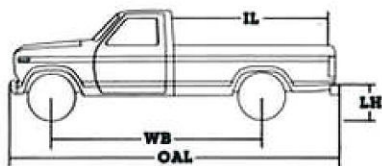
SC = SuperCab CC = Crew Cab HD = Heavy Duty HO = High Output
FF = Full Floating
(1) Dual 83 amp-hr included with 6.9L diesel (2) 60 amp. included with
5.9L diesel (3) N.A. in California (4) One gallon more with diesel
(5) Maintenance-free (6) 19.4-spd. with 7.5L V-8 and 6.9L diesel, 7.14 4-spd.
on others (7) 6,300 lb. rate included with 7.5L V-8 with manual transmission or
6.9L diesel (8) 4,000 with SuperCab (9) 4,600 with SuperCab (10) Available November 1983
and will replace 5.8L for under 8,500 lb. GVWR with automatic transmission
applications (11) F-150 only (12) Requires optional rear bumper
(pickup only) and auxiliary fuel tank. Includes steel plates for fuel tank(s) and
transfer case

Dimensions INTERIOR

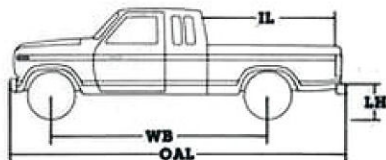
	Headroom (In.)	Legroom (In.)	Hiproom (In.)	Shoulder room (In.)
Regular Cab	40.4	41	61.7	64.2
SuperCab	40	41	61.7	64.2
Front	39.3	28.8	61.1	67.5
Rear*	—	—	—	—
Crew Cab	40.4	41	61.7	64.2
Front	39.7	38.1	66.1	64.8
Rear	—	—	—	—

*With optional bench seat

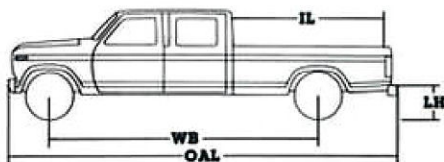
Regular Cab Styleside



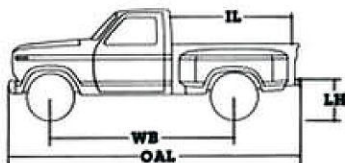
SuperCab Styleside



Crew Cab Styleside



Regular Cab Flareside



FORD F-SERIES PAYLOAD PACKAGE SELECTOR (4x2)

Pickup Box Length*	Series	Payload Pkg. No.	Payload**	GVWR	Tires
Regular Cab Pickups					
6½-ft Flareside	F-150	1	1,400 lb.	4,800 lb.	P195/75R-15SL
6½-ft Styleside	F-150	1	1,410 lb.	4,800 lb.	P195/75R-15SL
6½-ft Flareside	F-150	2	1,825 lb.	5,250 lb.	P215/75R-15SL+
6½-ft Styleside	F-150	2	1,835 lb.	5,250 lb.	P215/75R-15SL+
8-ft Styleside	F-150	1	1,395 lb.	4,900 lb.	P195/75R-15SL
8-ft Styleside	F-150	2	1,925 lb.	5,450 lb.	P215/75R-15SL+
8-ft Styleside	F-150	3	2,510 lb.	6,100 lb.	P235/75R-15XL+
8-ft Styleside	F-250	1	2,630 lb.	6,300 lb.	LT215/85R-16C
8-ft Styleside	F-250	2	3,480 lb.	7,300 lb.	LT235/85R-16D+
8-ft Styleside	F-250	3	3,980 lb.	7,800 lb.	LT235/85R-16E+
8-ft Styleside	F-250HD	1X	4,630 lb.	8,600 lb.	LT235/85R-16E
8-ft Styleside	F-350	1	4,670 lb.	8,700 lb.	LT235/85R-16E
Dual Rear Wheel	F-350	1	5,680 lb.	10,000 lb.	LT215/85R-16D(DR)
SuperCab Pickups					
6½-ft Styleside	F-150	1	2,285 lb.	6,050 lb.	P235/75R-15XL
8-ft Styleside	F-150	1	2,375 lb.	6,250 lb.	P235/75R-15XL
8-ft Styleside	F-250HD	1X	4,520 lb.	8,600 lb.	LT235/85R-16E
Crew Cab Pickups					
8-ft Styleside	F-350	1	4,145 lb.	8,700 lb.	LT235/85R-16E
8-ft Styleside	F-350	2	4,610 lb.	9,200 lb.	LT235/85R-16E

*Nominal

**Maximum allowable weight of people, cargo, body and equipment

+ Required option

Note: Consult your Ford dealer or Chassis-Cab catalog for Chassis-Cab information.

FORD F-SERIES PAYLOAD PACKAGE SELECTOR (4x4)

Pickup Box Length*	Series	Payload Pkg. No.	Payload**	GVWR	Tires
Regular Cab Pickups					
6½-ft Flareside	F-150	1	1,780 lb.	5,600 lb.	P235/75R-15XL
6½-ft Flareside	F-150	2	2,270 lb.	6,100 lb.	P235/75R-15XL
6½-ft Styleside	F-150	1	1,790 lb.	5,600 lb.	P235/75R-15XL
6½-ft Styleside	F-150	2	2,260 lb.	6,100 lb.	P235/75R-15XL
8-ft Styleside	F-150	1	1,690 lb.	5,600 lb.	P235/75R-15XL
8-ft Styleside	F-150	2	2,330 lb.	6,250 lb.	P235/75R-15XL
8-ft Styleside	F-250	1	2,485 lb.	6,600 lb.	LT215/85R-16C
8-ft Styleside	F-250HD	1X	4,230 lb.	8,600 lb.	LT235/85R-16E
8-ft Styleside	F-350	1	4,580 lb.	9,000 lb.	LT235/85R-16E
SuperCab Pickups					
8-ft Styleside	F-150	1	2,255 lb.	6,450 lb.	P235/75R-15XL
8-ft Styleside	F-250HD	1	3,870 lb.	8,600 lb.	LT235/85R-16E
Crew Cab Pickups					
8-ft Styleside	F-350	1	4,350 lb.	9,300 lb.	LT235/85R-16E

*Nominal

**Maximum allowable weight of people, cargo, body and equipment

Dimensions

EXTERIOR

Cab Type	Series	WB (in.)	Box IL* (R.)	IW max. Width (in.)	(4x2)		(4x4)		OAL (in.)†
					LH (in.)**	CH (in.)**	LH (in.)**	CH (in.)**	
STYLESIDE PICKUP									
Regular Cab	F-150	116.6	6½	70	28.3	69.4	32.7	73.4	192.1
	F-150	133	8	70	28.4	69.7	32.6	73.1	208.3
	F-250	133	8	70	32.7	73.3	34.3	76.7	208.3
	F-250 HD	133	8	70	33.9	74.2	36.0	76.7	208.3
	F-350 SR	133	8	70	34.1	74.2	35.8	76.6	208.3
	F-350 DR	133	8	70	33.2	73.3	—	—	208.3
SuperCab	F-150	138.8	6½	70	30.6	71.5	—	—	214.1
	F-150	155	8	70	30.4	71.5	32.0	73.3	230.3
	F-250 HD	155	8	70	33.7	74.4	34.2	76.2	230.3
Crew Cab	F-350	168.4	8	70	33.6	74.6	35.6	77.0	243.6
FLARESIDE PICKUP									
Regular Cab	F-150	116.6	6½	54	29.2	69.4	33.6	73.4	189.3††

*Nominal **Empty †Without rear bumper Add 3.59" for opt. contour bumper 4.33" for opt. step bumper 4.53" for opt. bright step bumper

††Add 2.2" for opt. channel bumper



Options

There is a wide selection of factory options that can multiply the usefulness and enjoyment of your pickup many times over. Ford-engineered and factory-installed, these options can also add to the trade-in value when it's time for a new Ford Pickup.

Appearance

- Chrome grille
- Accent tape stripe (for SRW Stylesides)
- Lower bodyside molding with black vinyl insert (for SRW Stylesides)
- Wheelip moldings, bright (for SRW Stylesides)

Entertainment Systems

- AM/FM monaural (single speaker)
- AM/FM stereo*
- AM/FM stereo* with cassette tape player
- Radio Credit Option (deletes standard AM radio for credit)

*Speakers mounted in door panels

Comfort/Convenience

- Air conditioning
- High Output Heater (Std. with Crew Cab)
- Convenience Group includes: interval wipers, 12-in. day/night mirror with Standard, RH visor vanity mirror, molded bin on lower doors, headlights-on warning buzzer, and courtesy light switch on RH door with Standard

- Deluxe Insulation Package includes color-keyed: cloth headliner, floor mats with full insulation (carpet on Crew Cab), back panel cover, and moldings (headliner, "B" pillar and back panel), plus aluminum door scuff plates
 - Electronic Digital Clock (with date/time/elapsed time display)
 - Fingertip Speed Control (with resume feature)
 - Light Group includes: movable under-hood work-light with 20-ft. retractable cord plus lights in glove box, under instrument panel, dual beam dome/map light, cargo box light, headlights-on warning buzzer, and ashtray light and courtesy light switch on RH door with Standard
 - Power door locks/windows (N.A. with Crew Cab)
 - Power steering (4x2)
 - Sliding rear window (tinted)
 - Tilt steering wheel
 - Tinted glass (complete)
 - Tool storage box (located under the hood)
 - Spare tire carrier, in-box side-mounted (StyleSide)
 - Center console (SuperCabs with Captain's Chairs)
- ### Mirrors
- Western mirrors, bright low-mount swing-away 8 in. x 6 in.
 - Recreational mirrors, bright swing-out 9½ in. x 6½ in.

Seats (SuperCabs)

- Captain's Chairs (reclining)
- Forward facing rear seat (folds down to form flat floor)

Seat Trim

- Cloth and vinyl (for Standard trim)
- Heavy-duty charcoal vinyl (Regular Cab with Standard trim)
- Knitted vinyl
- Special cloth and vinyl (for XLT trim)

Performance

- Auxiliary fuel tank (see dual tanks in specification chart on page 16)
- Auxiliary transmission oil cooler
- Handling Package includes: front and rear stabilizer bars, HD front and rear shock absorbers (quad front on F-150 Regular Cab 4x4) and HD front springs
- Heavy-duty shock absorbers, front and rear
- Heavy-Duty Front Suspension Package (133-in. wb. F-150 4x4) includes: heavy-duty 3,800-lb. rated front axle and springs, 3.54 axle ratio and heavy-duty front and rear shock absorbers
- Heavy-Duty Front Suspension Packages for F-250/350 4x4s (see your Ford Dealer for package contents and availability)
- Gauges: oil pressure and ammeter
- 4-speed manual transmission
- 4-speed manual transmission with overdrive
- Engine oil cooler for 7.5L (460) V-8
- Automatic overdrive transmission
- SelectShift automatic transmission
- Stabilizer bars, front and rear
- Engine block heater: single 600 watt with 4.9L I-6 and 5.0L (302) V-8, dual with larger gas V-8s
- Extra Engine Cooling Package
- Super Engine Cooling Package
- Trailer Towing/Camper Package, see pages 8 and 9
- Protection
 - HD air cleaner (extra capacity)
 - Dual electric horns
 - Roof clearance lights (5)
 - Exterior Protection Group includes: front bumper guards and front bumper rub strip
 - Security Lock Group includes: locking gas cap(s), inside hood release and glove box. Also spare tire lock (with under frame and in-box carrier)
 - Sports Instrumentation includes: tachometer, ammeter, oil pressure gauge and trip odometer
 - Skid Plates (4x4s) include: transfer and fuel tank protective plates

Rear bumpers

- Argent step (for Stylesides)
- Chrome step (for SRW Stylesides)
- Chrome channel (for Flaresides)
- Chrome contour (for SRW Stylesides)

Wheels and Wheel Covers

- Deluxe wheel covers (4), N.A. with 4x4s or DRW
- White styled steel wheels* (4) with steel spare
- Sport wheel covers* (4)
- Cast aluminum wheels* (4) with steel spare

Options availability

1984 Ford Pickup options are not confined to these pages but are shown throughout the catalog. Options, whether or not they are identified, are offered at extra cost. Some options are included, required, or are not available, in combination with other options. Availability of some models and

Options shown: (A) AM/FM Stereo Radio with Cassette Tape Player (B) Air Conditioning (C) Tool Storage Box (D) Bright Low-Mount Western Mirrors (E) Electronic Digital Clock (F) Automatic Locking Hubs (F-150 4x4) (G) Chrome Step Bumper (H) Cast Aluminum Wheels (I) White Styled Steel Wheels (J) Sport Wheel Covers (K) Deluxe Wheel Covers

features described here and elsewhere may be subject to delay. Consult your Ford Dealer for the latest information.

SRW = single rear wheel
DRW = dual rear wheels

Also well worth considering . . .

Ford Motor Company's optional Extended Service Plan covers major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. The cost is so moderate for the protection you get that it could pay for itself the first time you need it. Your Ford Dealer will be happy to detail the plan for you. Available on all cars and most light trucks, it is honored by more than 6,300 Ford and Lincoln-Mercury Dealers nationwide and in Canada.

A COMMITMENT TO SAFETY

Trucks built with a concern for safety are designed and engineered by people who are committed to safety.

Occupant safety

To help protect passengers in the event of an accident, Ford Trucks are equipped with numerous safety-design features, including those listed here under the category "Occupant Protection."

Ford commits enormous resources every year to the development and testing of all truck lines and their occupant protection features.

Body structures — front and rear end assemblies, roof and doors — are carefully designed from the start with passenger safety as a primary concern. After they are validated for theoretical soundness, structures are assembled into prototype vehicles and subjected to exhaustive testing in the Crash Barrier Building at Ford's Dearborn, Michigan, Proving Ground.

Thorough evaluations of instrument panel and steering column designs, seats, head restraints and seat belts are also involved in all phases of safety testing.

Operating safety

This term applies to a vehicle's ability with the aid of

the driver, to avoid an accident.

Most important to operating safety are the major chassis systems — the front and rear suspensions, steering and brakes. Ford Trucks are engineered to do their part — provide suspension and steering systems designed for handling responsiveness and control, as well as a brake system that delivers fast stopping action along with fade resistance. Of course, it's up to the driver to make the best use of the vehicle's accident-avoidance equipment. This involves driving defensively and reacting in time, and such seemingly small things as regulating the interior heating/cooling system for proper ventilation (to help the driver stay alert) and maintaining the radial tires at recommended inflation pressures (to keep them at safe temperatures).

Get it together — Buckle up.

Ford Motor Company strongly encourages all passengers to use their safety belts.

In all Ford Trucks, front seat lap and shoulder belts are equipped with automatic retractors and tension relievers, so they're very convenient to put on and comfortable to wear. Rear seat positions also have lap belts.

Ford also urges the use of child and infant restraints, even in states where they are not required by law. Ford's Tot-Guard (for children 20 to 50 pounds) and Infant Carrier (for children up to 20 pounds) are available at all Ford Dealers. These restraint systems are easy to install and meet all state and federal standards. If a child restraint requires a top- tether, Ford Trucks provide a special anchorage at each rear outboard seating position.

1984 FORD F-SERIES PICKUP LIFEGUARD DESIGN SAFETY FEATURES

Vehicle operation

- Dual service hydraulic brake system with warning light

- Front disc brakes
- Hazard warning flasher
- Two-speed or variable-speed windshield wipers
- Safety hood latch system
- Occupant protection**
- Safety door latches and hinges
- Integral lap and shoulder belts with automatic retractors for outboard occupants of the front seat
- Positive seat belt fastening reminder warning light and buzzer for the driver
- Lap belts with buckles for center front passengers and all rear seating positions (SuperCab and Crew Cab models)
- Energy-absorbing steering column and steering wheel
- Energy-absorbing instrument panel with padding for right and center front seat passengers
- Impact-absorbing laminated safety glass windshield
- Flame resistant interior materials
- Child restraint tether anchorage
- Anti-theft**
- Locking steering column with key warning buzzer reminder
- Visible vehicle identification number
- Separate keys for ignition and door entry

Ford-Paid Repair Programs After the Warranty Period

Sometimes Ford offers adjustment programs to pay all or part of the cost of certain repairs. These programs are intended to assist owners and are in addition to the warranty or to required recalls. Ask Ford or your dealer about such programs relating to your Ford or Lincoln-Mercury vehicle.

To get copies of any adjustment program for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

Or write Ford at: Ford Customer Information System, Post Office Box 95427, Atlanta, Georgia 30347. We'll need your name and address, year, make, and model vehicle, as well as engine size, and whether you have a manual or automatic transmission.

Technical Service Bulletins

All vehicles need repairs during their lifetime. Sometimes Ford issues Technical Service Bulletins (TSBs) and easy-to-read explanations describing unusual engine or transmission conditions which may lead to costly repairs, the recommended repairs, and new repair procedures. Often a repair now can prevent a more serious repair later. Ask Ford or your dealer for any such TSBs and explanations relating to your Ford or Lincoln-Mercury vehicle.

To get copies of these Technical Service Bulletins and explanations for your vehicle or the vehicle of interest to you: Call Ford toll-free at 1-800-241-3673. Alaska/Hawaii call 1-800-241-3711 and in Georgia call 1-800-282-0959.

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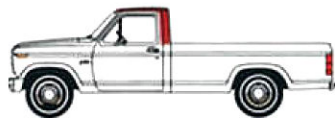
About This Catalog

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Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.

TU-TONE PAINT SCHEMES

- Body Color
- Accent Color



Regular Tu-Tone. The accent color covers the roof and upper back panel.

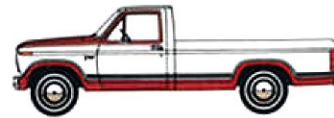
*Shown with accent tape stripe



Combination Tu-Tone. Regular and Deluxe Tu-Tones combined.



Deluxe Tu-Tone. Accent color on the center body-side area and tailgate. Moldings or tapes are included as needed.



Victoria Tu-Tone. Accent color applied to hood, upper fender, around door window, and the lower bodyside. Tape and moldings are included as needed.

EXTERIOR PAINT COLORS



Interior colors (keyed to exterior colors)

- Charcoal
- Dark Blue
- Canyon Red
- Tan

*Optional Glamour color

Printed colors are at best only representative of the true paints. Your Ford Dealer can show you actual samples of paint colors and also interior trim materials.



Get it together — Buckle up.

FOT 6410 1490 in U.S.A. 6/83

FORD PICKUPS

FORD DIVISION

