

1962 FORD TRUCKS

F-350 PICKUPS • STAKE • CHASSIS-CAB • CHASSIS-COWL



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

There's an Economical and Dependable Ford F-350 That's Just Right for Your Job!

Ford's F-350 Series trucks are designed to handle those hard-to-fit jobs that don't quite need a medium-duty truck but are too tough for the average light-duty model. These dependable haulers feature a ladder-type frame with 7-inch channel side rails and a 132-inch wheelbase with 60-inch cab-to-axle dimension which makes them just right for bodies up to 9 feet long.

Body, payload and equipment allowance for Chassis-Cab models, equipped with dual rear tires and HD rear springs, is nearly 3 tons. Big 11-inch HD clutch and 4-speed transmission are standard

with a HD 3-speed or HD Cruise-O-Matic optional. Sturdy truck-type front suspension consists of 3,800-lb. I-beam axle with leaf-type springs for maximum front tire life. Double-acting shock absorbers in front and long, resilient springs provide a smooth, comfortable ride.

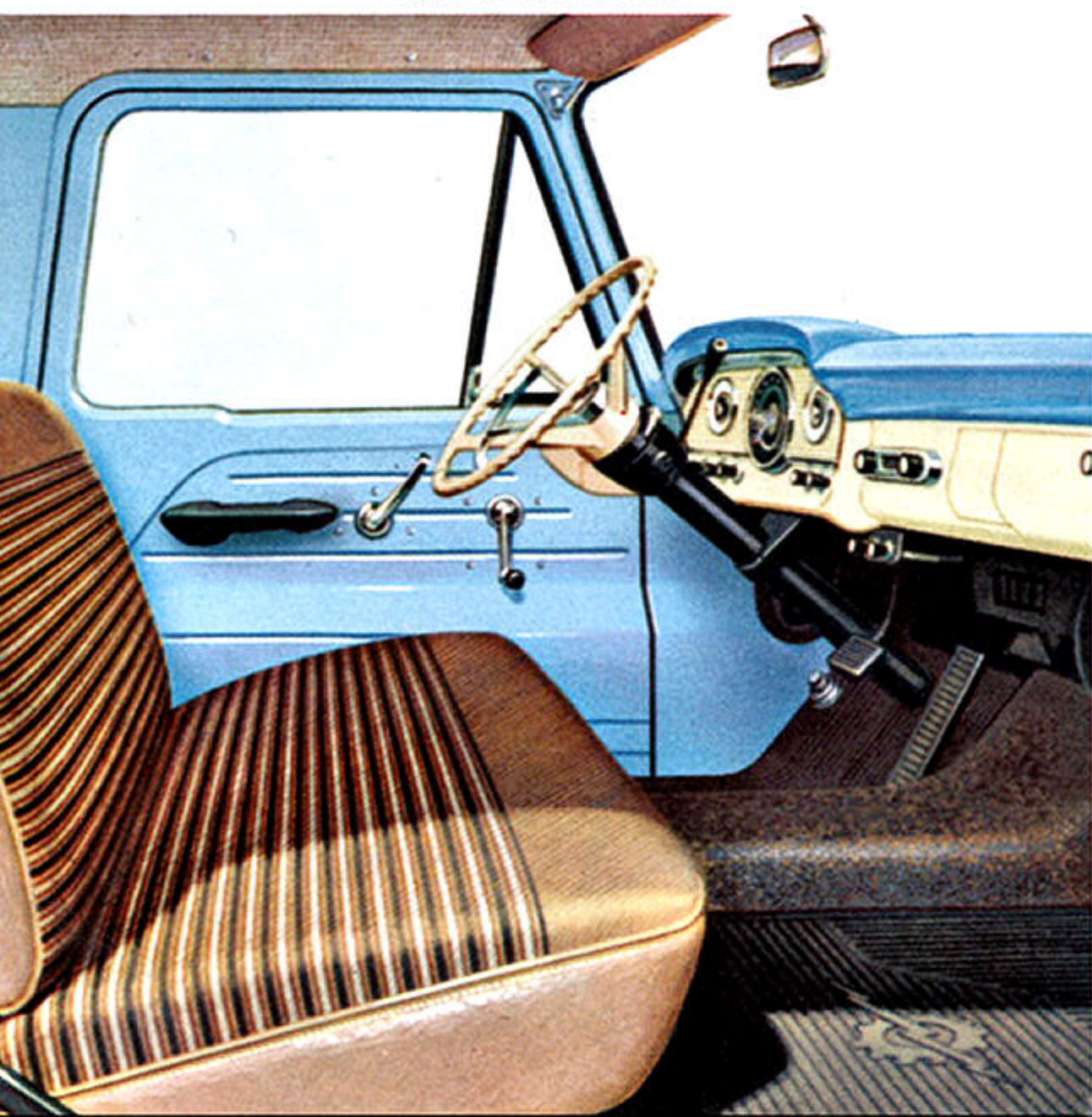
You get operating economy, too! Ford's 223 Six has proved in certified tests that it delivers outstanding gasoline mileage. And, Full-Flow oil filter, standard on all Ford engines, permits 4,000 miles between oil changes. Ford's powerful 292 V-8, the V-8 engine with "six-like" economy, is optional.

Ford Driverized Cab Comfort and Extra Value

Every comfort and convenience a driver could want are provided in Ford's *Driverized* Cab! A big, sweeping, one-piece curved windshield, deep side windows, and a large rear window give practically full range, all-around vision for safer, easier driving. The seat takes three *big* men comfortably. Doors

swing wide for easy entrance and exit. Controls are conveniently located. There's room aplenty in every direction. These and other features shown below save the driver time . . . make his work easier. Never before has a truck cab given the driver so great an incentive to do his best work!

Ford Custom Cab



STANDARD CAB FEATURES

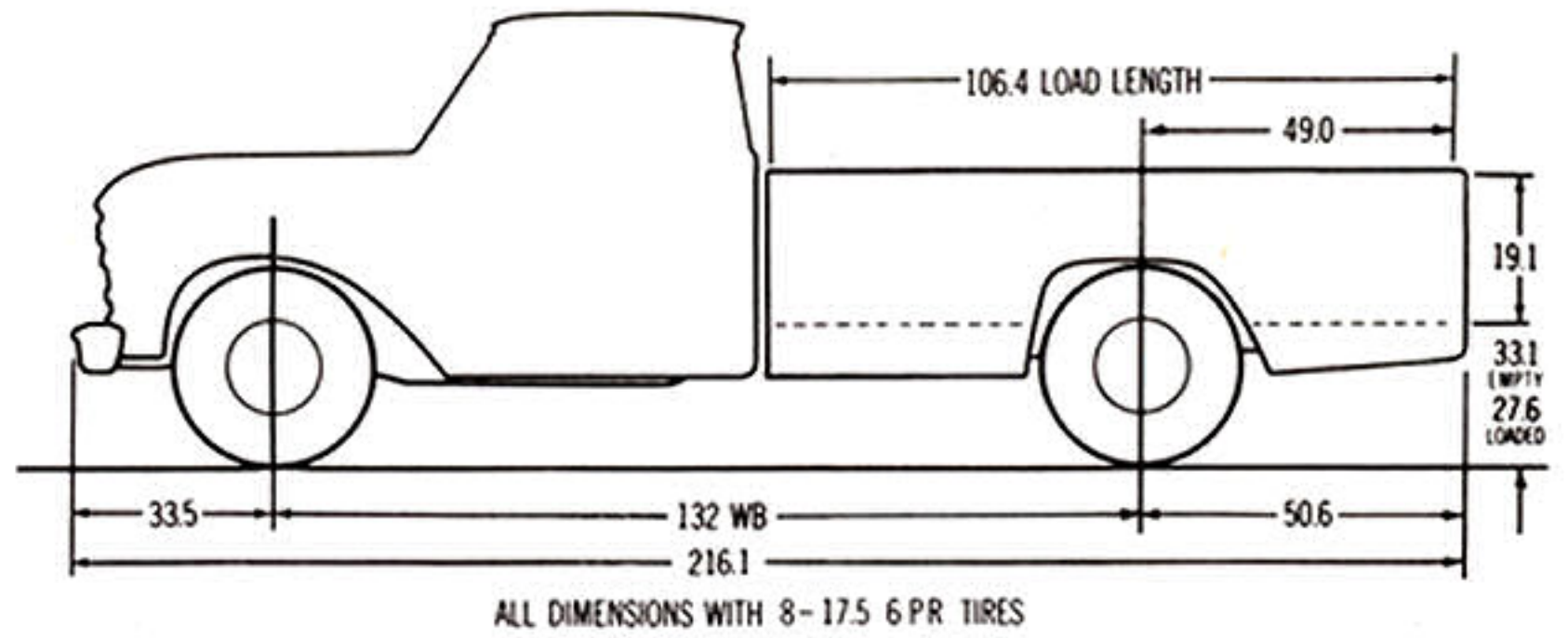
- Brown basket weave vinyl seat upholstery with dark brown morocco-grained vinyl bolster and seat facings
- Lifeguard steering wheel
- Safety Double-Grip door latches
- Dome light
- Left sun visor
- Ash receptacle
- Dispatch box
- Electric windshield wipers
- Theft-retardant ignition switch
- Rearview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

CUSTOM CAB FEATURES

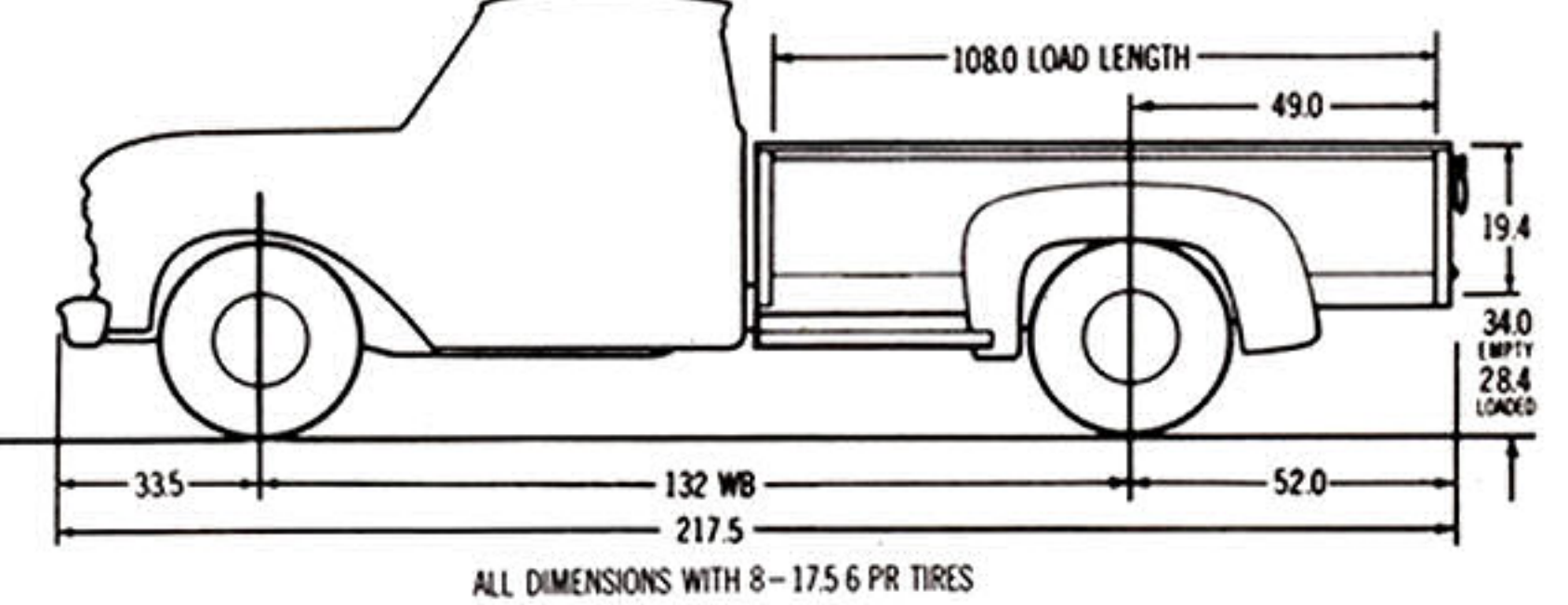
(In addition to or in place of standard features)

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

STYLESIDE PICKUP—Big 9-ft. body is as wide as the cab and provides a full 49 inches between wheelhousings. Metal floor has integral skid strips for longitudinal rigidity. Cross sills under the full width of the body plus box section corners give added strength and greater durability. Sturdy tailgate with toggle-type latches closes tightly to provide a grain-tight box. Six stake pockets permit mounting of special sides and tops.

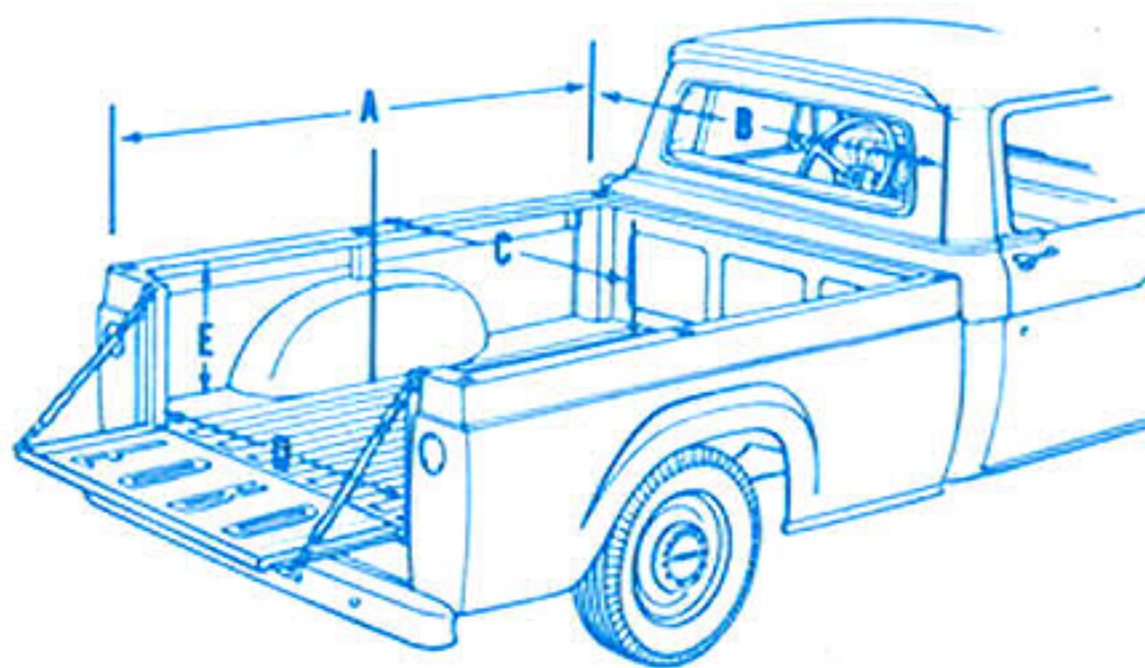


FLARESIDE PICKUP—This 9-ft. body has rolled edge flareboards which permit bulky loads to be piled high and wide. Running boards between cab and rear fenders facilitate certain operations such as newspaper delivery. Seasoned wood floor is protected by steel skid strips for long service. Strips are level with lowered tailgate to facilitate sliding heavy items in or out of box. Eight stake pockets permit the mounting of uprights to support special sides and tops.

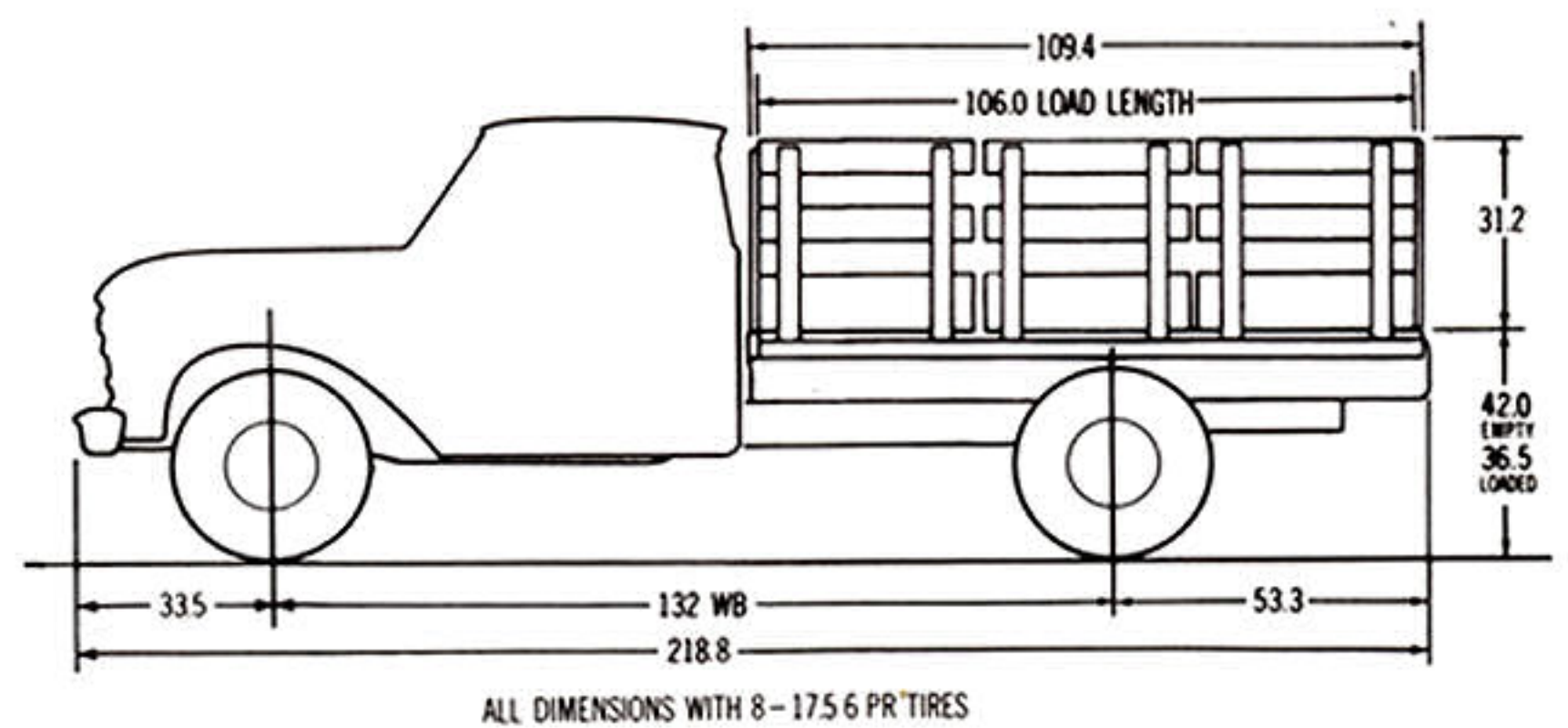


PICKUP BODY DIMENSIONS

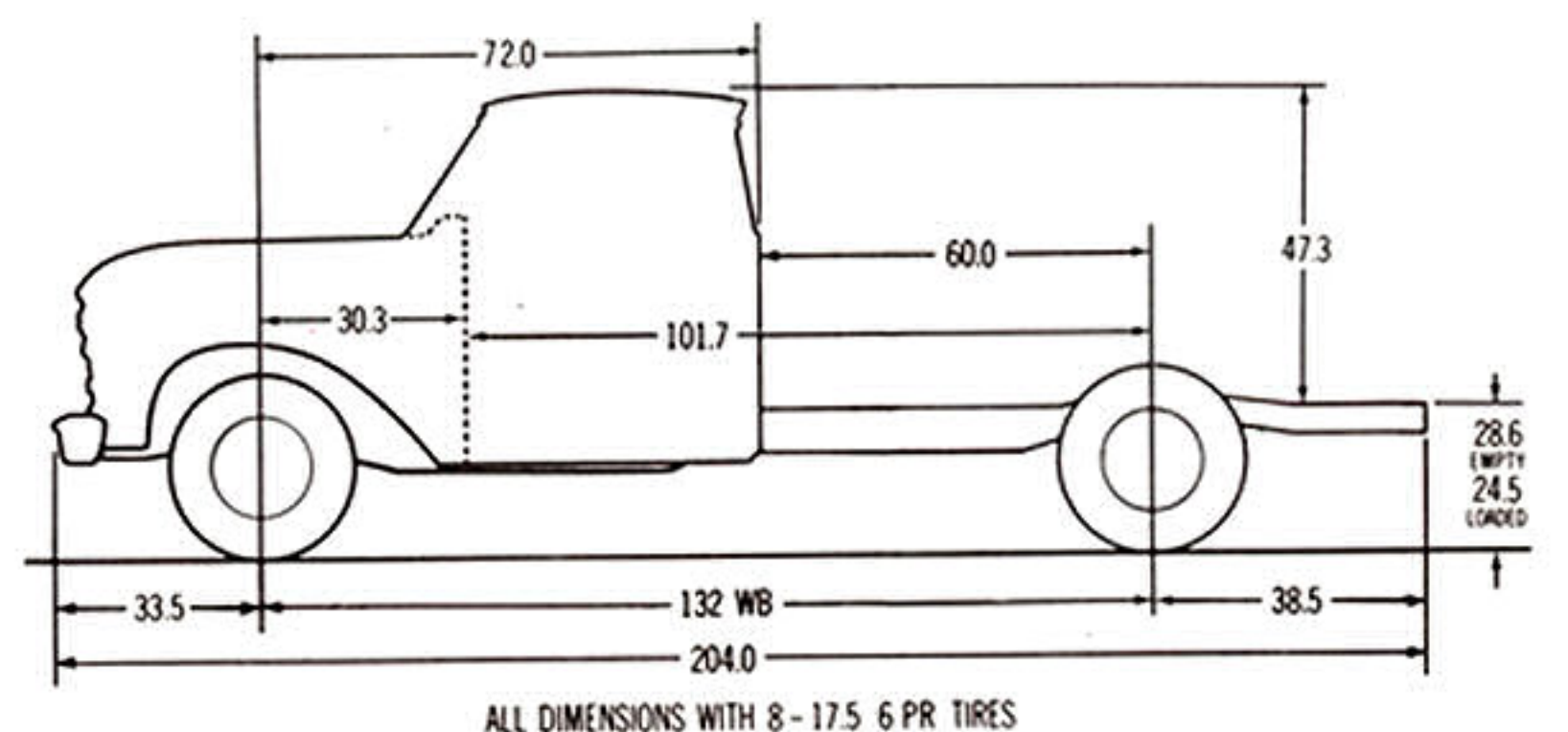
	STYLESIDE	FLARESIDE
Nominal length.....	9 ft.	9 ft.
(A) Inside length (max. at floor).....	106.4 in.	108.0 in.
(B) Inside width (max. at floor).....	73.0 in.	54.0 in.
(C) Inside width (between wheelhousings).....	49.0 in.	48.4 in.
(D) Width of tailgate opening.....	51.6 in.	54.0 in.
(E) Height (floor to top of sides).....	19.1 in.	22.1 in.
Cubic capacity (allowance made for wheelhousings).....	80.2 cu. ft.	74.0 cu. ft.



STAKE, PLATFORM—Ford Stake and Platform floor frames have sturdy bridge-type construction. Corners are reinforced by heavy steel angle brackets, riveted to the cross girders and bolted to side rails for greater strength and rigidity. Seasoned floor boards are interlocked and protected by closely spaced steel skid strips. Stake racks are constructed of straight-grained wood with steel channel stakes. Center sections on both sides are hinged to swing open for easier side loading.



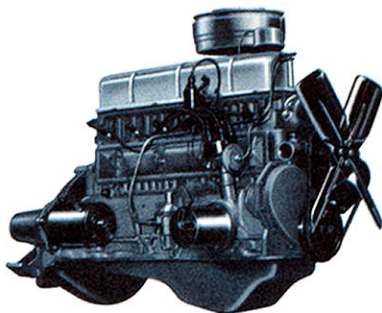
CHASSIS-CAB, CHASSIS-COWL—Ford's F-350 chassis models are especially suited for custom-built bodies from 7½ to 9 feet. The Chassis-Cab model provides a 60-inch cab-to-axle dimension for special-purpose bodies available from any number of independent body builders. Chassis-Cowl and Chassis-Windshield models are easily adapted to single-unit bodies of the walk-in type. See your Ford Dealer for detailed dimensions.



ECONOMICAL SHORT STROKE POWER

The Ford F-350 Series lets you choose the engine best suited to your performance and economy needs—a gas-saving 135-hp Six or the popular 160-hp V-8. Both have a replaceable element oil filter and oil-bath air cleaner standard. Ford's modern Six engine has 223 cu. in. displacement and features strong, deep-block construction, free-turn valves, aluminum alloy pistons with integral steel struts, and short-stroke design. The net result is high sustained efficiency with excellent durability and outstanding economy.

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

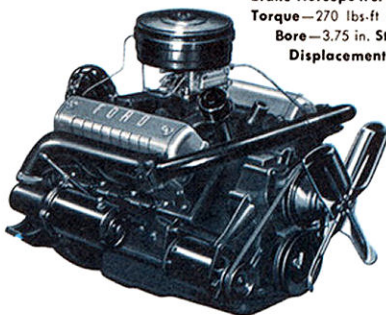


135-hp 223 SIX

Brake Horsepower—135 @ 4000 rpm
Torque—200 lbs.-ft @ 1800-2400 rpm
Bore—3.62 in. **Stroke**—3.60 in.
Displacement—223 cu. in.

160-hp 292 V-8

Brake Horsepower—160 @ 4000 rpm
Torque—270 lbs.-ft @ 1800-2000 rpm
Bore—3.75 in. **Stroke**—3.30 in.
Displacement—292 cu. in.



12,000-MILE WARRANTY (OR 12 MONTHS)

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

CHASSIS SPECIFICATIONS

	STANDARD EQUIPMENT	OPTIONAL EQUIPMENT*
Axle, Front: Capacity (lb.)	3800	—
Axle, Rear: Capacity (lb.)—Ratios (to 1)	7200—5.13 (Six), 4.88 (V-8)	7200—5.87 (Six), 5.13 (V-8)
Battery (12 volt):	66 plates—55 amp-hr	66 plates—70 amp-hr
Brakes, Service: Type	Hydraulic	Vacuum booster
Size (in.) Front—Rear	12½ x 2—13 x 2½	—
Brakes, Parking: Type	Drum and band on rear of transmission	—
Clutch: Diameter (in.)—Area (sq. in.)	HD 11"—123.7	—
Cooling System: Capacity (qt.)	18 (Six), 21 (V-8)	HD radiator
Fan—No. of blades—dia. (in.)	4—18	5—18†
Engine:	223 Six	292 V-8
Frame: Section Modulus	5.27	—
Generator:	30 amp.—450 watt	40 amp.—600 watt (low cut-in)
Shock Absorbers: Double-acting	Front	Rear
Springs, Front: Capacity @ pad (lb. each)	1150	1350
Springs, Rear: Capacity @ pad (lb. each)	2000	3200 (w/ or w/o 600-lb. auxiliary)
Steering: Type	Worm and roller	—
Transmission: Type	4-speed Synchro-Silent	3-speed HD, HD Cruise-O-Matic
Wheels & Tires: No. and type of wheels	5—6-hole stamped disc	7—6-hole tapered disc**
Standard Tires: No.—size (rim)	4—8-17.5 6PR (5.25)	Tubeless and tube-type tires in sizes to match requirements

Standard Colors: Rangoon Red, Goldenrod Yellow, Raven Black, Sandshell Beige, Holly Green, Caribbean Turquoise, Academy Blue, Baffin Blue, and Corinthian White.

*See your Ford Dealer for additional options †w/dual rear tires only **Dual rear tires require 5.87 rear axle ratio for 223 Six or 5.13 ratio for 292 V-8

The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design, without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer. Warranties referred to herein are applicable to products sold in North America and in certain neighboring areas.

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