

# FORD TRUCKS

AND ALL-PURPOSE UTILITY  
VEHICLES FOR 1969





# The switch is on...

## Ford Light Duties—built for work and fun!



**Smooth-riding Pickups** have Twin-I-Beam front and Flex-O-Matic (std. F-250, opt. F-100) rear suspensions for a tough truck with a carlike ride. Styleside pickups, in 6½- and 8-ft. lengths have all-steel bodies with double-wall side panels and tailgate for enduring toughness. Flareside pickups, up to 9 ft. long, offer wood floors and provide running boards for easy side loading. Big 360- and 390-cubic-inch V-8's are popular choices for sizzling performance. Economical 240- and 300-cubic-inch Sixes provide sure power for everyday tasks. SelectShift Cruise-O-Matic is available. Ranger Stylesides and "Contractor Special" and "Farm & Ranch Special" models are available for the F-100 and F-250. Six-man-crew cabs, stakes and platforms may be ordered for the F-250 and F-350.

**Camper Specials** in the F-250 and 350 Series give you the necessary components to haul a camper body. F-250 Styleside with Flex-O-Matic leaf spring rear suspension is an excellent mate for a 10½-foot slide-in camper. Big F-350 Camper Special is available as a chassis-cab in two lengths... the 135" wb. can carry up to 12-foot chassis-mounted campers. The 159" wb. with dual rear wheels has a GVW rating of 10,000 lb. and can carry bodies up to 14 feet long. To simplify the installation of bodies with cab-to-camper passages, Ford offers bucket seats and an out-of-the-way 25-gallon frame-mounted gas tank. Electric Power Pak, an under-hood 2500-watt engine/generator set for power tools or household appliances that run on 110/120-volt current, is available.



**Spacious Club Wagons** are available with wheelbases of 105.5" and 123.5" for 5, 8 or 9 passengers w/table. 12-passenger models are offered with 123.5" wb. Whether you choose the luxurious Chateau Club, the Custom Club or the Club Wagon, you'll find more usable space than you get in any other station or club-type wagon. Engines include the standard 240-cu. in. Six, an economy 170 Six, and a big 302 V-8. SelectShift Cruise-O-Matic available. Twin-I-Beam front suspension, long wheelbases and wide-track axles give Ford Club Wagons unmatched ride and stability.

**Sporty Rancheros** come in three models: Ranchero and Ranchero 500 powered by a 250-cu. in. Six—and the racy Ranchero GT with 302-cu. in. V-8, hood scoop, deluxe wheel covers and color coordinated "C" stripe all standard. Broad choice of engines includes the 302 V-8 for the Ranchero and Ranchero 500, 2- or 4-barrel 351 V-8's plus 4-barrel 390 and 428 V-8's for all models. Roomy 6½-foot box has double-wall sides and tailgate for extra strength. Rancheros offer a complete array of custom options, such as vinyl roof, deluxe steering wheel, bucket seats, console and SelectAire Conditioner.



# to Ford Pickups and Utility Vehicles

## Ford's go-anywhere 4-wheel-drives!



**Full-size 4 x 4 Pickups** tackle unusual jobs or rugged country with ease. Single-speed transfer case with a 4-speed transmission for the F-100, and a two-speed transfer case with a 3-speed transmission for the F-250, provide proper gearing for on- and off-road work. Shifting from two- to four-wheel direct is accomplished without stopping or using the clutch. Optional free-running front hubs eliminate gear drag when operating in two-wheel drive. Ranger, Styleside and Flareside pickups in 6½-ft. and 8-ft. lengths as well as chassis-cabs and 7½-ft. stakes are available.

**Spirited Broncos** take you where the fun begins after the roads quit. Exclusive Mono-Beam front suspension makes Bronco smooth riding and easy handling. Choice of Six or V-8 engines provides the power to take you where you want to go. Wide-track axles and steering linkage shock absorber give trail-hugging stability . . . sharp 33.6-foot turning circle. Bronco's a real workhorse, too! Hook up a power take-off and front winch, snowplow or rotary broom and the job's done fast. Ford Broncos are offered as standard or Sport Wagons and Pickups.

## Ford Delivery Vans



**Econoline Vans** offer the largest floor area in the compact van field plus payloads up to 3540 lb. Regular Vans on 105.5" wb. provide 8½ feet of clear floor length behind driver for excellent load distribution. Super-Vans give you 18 inches more length on a 123.5" wb. Six or V-8 power available. Front service center lets you perform routine maintenance from the outside.

**Parcel Delivery chassis** are designed to accommodate special bodies by builders all over the country. Three gas-powered (P-350 to 500) and three Diesel-powered (P-3500 to 5000) Series with GVW's up to 15,000 lb. provide low ground-to-floor height for easy entry and exit. Ford's P-600 Series chassis with up to 17,000-lb. GVW are available by special order.

**Chassis-Cab models** for separate bodies are well-suited for wholesale routes and other applications where big load capacity is important. Ford's conventional cabs provide roomy seating for three plus a wide assortment of options. Ranger, Custom and standard chassis-cab models are available for F-100, 250 and 350 Series in wheelbases from 115 to 159 inches.



# to Ford Trucks, Tractors, Tilts and Tandems

## F-Series Conventionals



Ford's medium/heavy conventionals give you short-cab maneuverability with the in-cab spaciousness and convenient access to the engine that are characteristic of full-conventional trucks. Wide-track front axles let wheels turn as sharp as 44°. Broad hoods and placement of engine ahead of the nearly flat firewall provide plenty of room for routine service and repairs. Realistic GVW and GCW ratings plus a choice of gas or Diesel power permit a wide range of applications. Ford medium/heavies are available with GVW's to 25,500 lb., GCW's to 50,000 lb.

## B-Series School Buses



Ford school bus chassis not only meet or exceed the standards recommended by the National Education Association, but in addition they offer a broad selection of gas and Diesel engines and power train components to meet your particular route requirements. Slipper-type front springs, progressive-rate rear springs, and driver-designed controls contribute greatly to driving ease and comfort. Automatic transmission and power steering are available. B-500, 600, 700, 750, 6000 and 7000 Series are offered in five wheelbases for up to 66 passenger bodies.

## C- & CT-Series Tilt Cabs



Ford's highly maneuverable tilts with set-back front axles and short BBC permit better payload distribution and longer bodies than conventional models within the same overall length. Cabs tilt 45 degrees to provide wide-open accessibility for all types of engine maintenance and repair. Mechanics have plenty of working room to speed servicing and reduce costly downtime. You have a choice of gasoline or Diesel engines in single rear axle models. Tandem rear axle models are powered by Ford's proven V-8's. GVW ratings from 15,000 lb. to 51,000 lb. and GCW's to 75,000 lb.

## N- & NT-Series Short Conventionals



Ford 89" BBC short conventionals are a refined combination of lower operating costs, big payloads and sharp-turning maneuverability. Visibility is excellent, too, because the driver sits high above the short sloping hood. A wide choice of gasoline and Diesel engines in single or tandem rear axle models lets you fit one of these versatile trucks to your job. Weather-protected inside step, outside assist handles and wide-opening doors provide easy entry and exit. GVW's range from 15,000 lb. to 53,000 lb. and GCW ratings go all the way up to 76,800 lb.



## F- & T-Series Heavy-Duty Conventionals



Proven, dependable work power for the toughest jobs! Ford single and tandem rear axle heavies are famous for their job-conquering toughness. A wide range of power trains and chassis components is available to enable you to custom-build the right truck to do your job best! Ford High Displacement and Super Duty gasoline V-8's, Ford V-8 Diesels by Caterpillar as well as Cummins and Detroit Diesel engines are available. And because many of the components you need are standard equipment on Ford's Heavy Duties, your investment is kept to a minimum.

With a Ford heavy-duty conventional there is plenty of working room under the hood for maintenance and repairs. These heavy-duty Fords with a 28-inch bumper-to-axle dimension permit hauling maximum payloads in states with "bridge formula" limitations. F-Series conventional Fords are available in seven series for both straight-truck and tractor service. GVW ratings go up to 36,000 lb. and GCW's go up to 65,000 lb. Ford provides six T-Series tandems for truck or tractor service with GVW ratings from 36,000 lb. to 62,000 lb. and GCW's to 75,000 lb.

## W- & WT-Series Highway Diesels



W-Series linehaulers are designed and quality built to reduce operating costs to an absolute minimum. You may specify the standard all-steel cab or a sturdy aluminum cab which, together with the lightweight chassis options, can increase maximum payloads over 1000 pounds. W-Series tractors are available as single or tandem axle models with 52-inch BBC standard cab or 82-inch BBC sleeper. You can choose from the trucking industry's best names in engines, transmissions and axles . . . Cummins, Caterpillar, Detroit Diesel, Fuller, Spicer, Eaton and Rockwell . . . in hundreds of power train

combinations. Ford didn't let quality stop here. The addition of quality-built features, such as bolted radiator construction, heavy wiring and transistorized voltage regulators give every Ford "W" extra stay-on-the-job reliability. Everything is put within easy reach to speed servicing and reduce costly downtime. Daily servicing can be performed without tilting the cab. For bigger jobs, the cab tilts forward 55 degrees for routine maintenance and can be tilted 80 degrees for major repairs. W-Series GCW ratings range from 65,000 pounds to 80,000 pounds.



## Gasoline-Powered Trucks—Single-Axle Series

F-SERIES						N-SERIES						C-SERIES						B-SERIES					
SERIES	MAX. GVW	MAX. GCW	ENGINES AVAILABLE	WB (IN.)	CA (IN.)	SERIES	MAX. GVW	MAX. GCW	ENGINES AVAILABLE	WB (IN.)	CA (IN.)	SERIES	MAX. GVW	MAX. GCW	ENGINES AVAILABLE	WB (IN.)	CA (IN.)	SERIES	MAX. GVW	PASS. CAP*	ENGINES AVAILABLE	WB (IN.)	CLA (IN.)
500	20	25	240 Six 300 Six 330 V-8	132 156 174	60 84 102	500	20	25	240 Six 300 Six 330 V-8	121 132 144	60 71 83	550	20	25	300 HD Six 330 V-8	99 111 122	72 84 96	500	20	Up to 36	240 Six 300 Six 330 V-8	156	125.75
600	24	32	300 HD Six 330 V-8 361 HD V-8	132 144 156	60 72 84	600	24	32	300 HD Six 330 V-8 361 HD V-8	121 132 144	60 71 83	600	23	32	300 HD Six 330 V-8 361 HD V-8	99 111 122	72 84 96	600	24	Up to 60	300 HD Six 330 V-8 361 HD V-8	198.5 222.5 242.5	168.25 192.25 212.25
700	25.5	42	330 HD V-8 361 HD V-8	174 194	102 122	700	25.5	42	330 HD V-8 361 HD V-8	163 181	102 120	700	25.5	42	330 HD V-8 361 HD V-8	111 135	72 108	700	25.5	Up to 66	330 V-8 361 HD V-8	242.5	212.25
750	25.5	50	361 HD V-8 391 HD V-8	194 212	122 140	750	25.5	50	361 HD V-8 391 HD V-8	181 199	120 138	750	27.5	50	361 HD V-8	135 153	108 126	750	25.5	Up to 66	361 HD V-8 391 HD V-8	260.5	230.25
800	30	50	361 HD V-8 391 HD V-8	194 212	122 138	800	25.5	50	361 HD V-8 391 HD V-8	212*	151	800	27.5	50	391 HD V-8	153 175	126 148	P-SERIES					
850	32	50	401 SD V-8	146	72	850	27.5	50	401 SD V-8	134	73	850	27.5	50	401 SD V-8	134	73	350	8	—	—	104	81.1*
950	34	55	477 SD V-8	176	102	950	34	55	477 SD V-8	158	97	950	34	55	477 SD V-8	158	97	400	10	—	240 Six 300 Six	137	114.0*
1000	36	65	477 SD V-8 534 SD V-8	194 212	120 138	1000	36	65	477 SD V-8 534 SD V-8	181 212	120 151	1000	36	65	477 SD V-8 534 SD V-8	181 212	120 151	500	15	—	—	137	114.0*

\*GVW and GCW ratings expressed in 1000-lb. units

\*N.A. on 600 Series

\*Available on F-800 only

\*Steering wheel to rear axle dimension

\*N.A. on C-550

## Diesel-Powered Trucks—Single-Axle Series

F-SERIES						N-SERIES						C-SERIES						B-SERIES					
SERIES	MAX. GVW	MAX. GCW	ENGINES AVAILABLE	WB (IN.)	CA (IN.)	SERIES	MAX. GVW	MAX. GCW	ENGINES AVAILABLE	WB (IN.)	CA (IN.)	SERIES	MAX. GVW	MAX. GCW	ENGINES AVAILABLE	WB (IN.)	CA (IN.)	SERIES	MAX. GVW	PASS. CAP*	ENGINES AVAILABLE	WB (IN.)	CLA (IN.)
6000	24	42	363 Six V150 V-8 V175 V-8	132 144 156	60 72 84	6000	24	32	363 Six	132 144 163	71 83 102	6000	23	42	363 Six V150 V-8 V175 V-8	99 111 135	68 80 104	6000	24	Up to 60	363 Six V150 V-8 V175 V-8	198.5 222.5 242.5	168.25 192.25 212.25
7000	25.5	50	363 Six V175 V-8 V200 V-8	174 194 212	102 122 140	7000	25.5	35	363 Six	181 199 212	102 138 151	7000	25.5	50	363 Six V175 V-8 V200 V-8	135 153 175	104 122 144	7000	25.5	Up to 66	363 Six V175 V-8	242.5 260.5	212.25 230.25
8000 Six	27.5	50	CF-160 C-160 C-180 6V-53N**	146 158 176 194	72 84 102 120	8000	27.5	50	6V-53N	134 146	73 85	8000 Six	27.5	50	CF-160 C-160 C-180	99 111 135	68 80 104	P-SERIES					
8000 V-8	30	50	V200 V-8 V225 V-8	176 194	102 120	1000	36	76.8	NH-230 NHC-250 (2 ratings) 6-71NE 6-71N (2 ratings)	134 146 158 181 212	73 85 97 120 151	8000 V-8	27.5	50	V200 V-8 V225 V-8	135 153 175	104 122 144	3500	8	—	—	104	81.1*
950	34	55	V6E-195	176	102	W-SERIES						1000	—	80	15†	118 134	94* 110*	4000	10	—	242 Four	137	114**
1000	36	65																5000	15	—	—	137	114**

\*GVW and GCW ratings expressed in 1000-lb. units

\*N.A. on 6000 Series

\*Steering wheel to axle

\*N.A. on 8000 Six Series

\*\*Special order

\*CA's w/82" BBC Sleeper Cab: 118" wb, 64", 134" wb, 80"

\*Available with 8000 V-8 Series only

\*Add 4" to CA's for 8000 Six Series

\*Engines for W-Series include Cummins, Detroit Diesel and Caterpillar

## Gasoline Tandems

T-SERIES					
SERIES	MAX. GVW	MAX. GCW	ENGINES AVAILABLE	WB (IN.)	CA (IN.)
800	49	50	330 HD V-8 361 HD V-8 391 HD V-8	146 158 176	72 84 102
850	51	70	401 SD V-8 477 SD V-8 534 SD V-8	194 212 212	120 138 151
950	62	75			
NT-SERIES					
850	49	70	401 SD V-8 477 SD V-8 534 SD V-8	134 146 158	73 85 97
950	53	75			
CT-SERIES					
800	49	50	361 HD V-8 391 HD V-8	135 153	108 126
850	49	70	401 SD V-8 477 SD V-8	161 176	134 151
950	51	75	534 SD V-8		

## Diesel Tandems

T-SERIES					
SERIES	MAX. GVW	MAX. GCW	ENGINES AVAILABLE	WB (IN.)	CA (IN.)
850	51	65	V6E-195	146	72
950	56	65			
8000 Six	59	50	CF-160 C-160 C-180 6V-53N	158 176 194 212	84 102 120 138
8000 V-8	49	50	V175 V-8 V200 V-8 V225 V-8	146 158 176	72 84 102
NT-SERIES					
850	49	76.8	NH-230 NHC-250 (2 ratings) 6-71NE† 6-71N† (2 ratings)	146 158 176 194 212	85 97 115 133 151
950	51	76.8			
WT-SERIES					
1000	—	80	15 engines from Cummins Detroit Diesel Caterpillar	142	118*

## Light-Duty Gasoline-Powered Vehicles

SERIES	MAX. GVW (LB.)	ENGINES AVAILABLE	WB (IN.)	NOMINAL LENGTH (FT.)	CA (IN.)
				Pickup Wagon Stake	
BRONCO	4,700	170 Six, 302 V-8	92	4½	—
RANCHERO	4,950	250 Six, 302 V-8 351 V-8 (2V or 4V) 390 V-8 (4V) 428 V-8 (4V)**	113	6½	—
ECONOLINE VAN	4,500	170 Six 240 Six 302 V-8	105.5 123.5	8½ 10*	—
E-200	5,400	302 V-8	105.5	—	—
E-300	7,600	240 Six, 302 V-8	105.5	—	—
CLUB WAGON	—	—	—	—	—
5-Passenger	—	170 Six 240 Six 302 V-8	105.5 123.5	—	—
8-Passenger	—	—	—	—	—
9-Passenger	—	—	—	—	—
W/able	—	—	—	—	—
12-Passenger	—	240 Six, 302 V-8	123.5	—	—
F-100	5,000	240 Six 300 Six 360 V-8	115 131	6½	—
F-250	7,500	390 V-8	131	8	—
F-100 4x4	5,600	240 Six 300 Six 360 V-8	115 131	6½	—
F-250 4x4	7,700	360 V-8	131	8	—
F-350	10,000	240 Six, 300 Six 360 V-8, 390 V-8	135 159	9	—

\*GVW and GCW ratings expressed in 1000-lb. units

\*N.A. on 800, 950 or 800 Series

\*Available with 850 Series only

\*Length behind seats

\*\*Also available with ram-air induction

\*CA w/82" BBC Sleeper Cab is 88"

Note: Use adequate tires for loads and type of service. Consult your Ford Dealer!

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