

1962 FORD TRUCKS

F-100 PICKUPS • STAKE • CHASSIS-CAB • CHASSIS-COWL



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

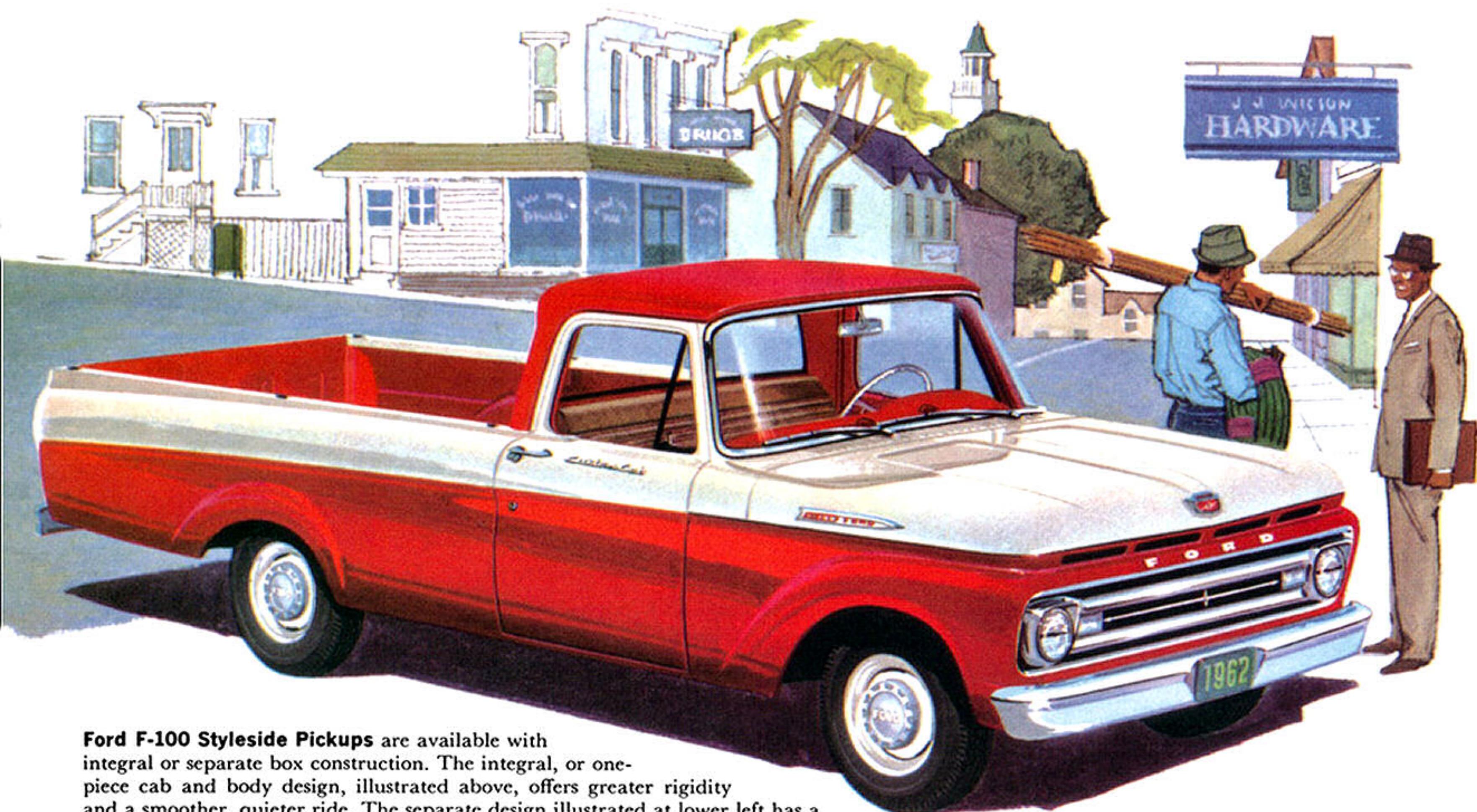
Here's versatility unmatched in the 1/2-ton field!

Ford's handsome F-100 Series trucks are designed and engineered to handle your job easily, quickly and at rock-bottom cost!

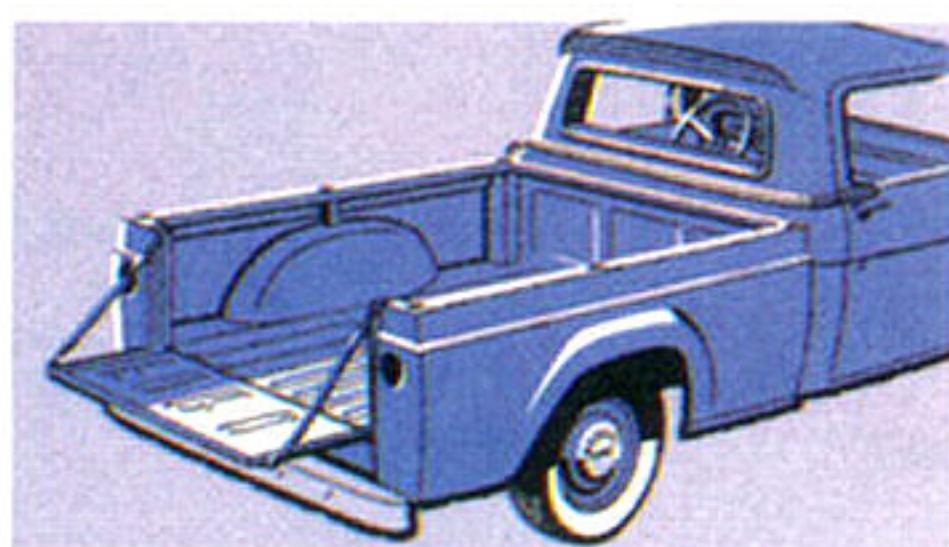
Roomy *Driverized* Cabs reduce driver fatigue, increase driver efficiency! Modern short-stroke engines, with high sustained torque, move your loads faster, save on gas. Choice of five transmissions—including HD Cruise-O-Matic and Overdrive—offers greater driving ease and flexibility. Two wheelbases let you choose the right body length to fit your load. And, Ford gives you true

truck-type front suspension with I-beam front axle, leaf-type springs and double-acting shock absorbers for a smooth, comfortable ride.

The heavy-duty construction you get on all Ford F-Series trucks gives new freedom from nuisance problems. They are built to stay on the job . . . out of the shop! So for a rugged truck that's made to tackle any pickup job, see your Ford Dealer. And when you do, ask him about Ford's wide choice of chassis and engine options that can mean extra job-fitting economy in your work!

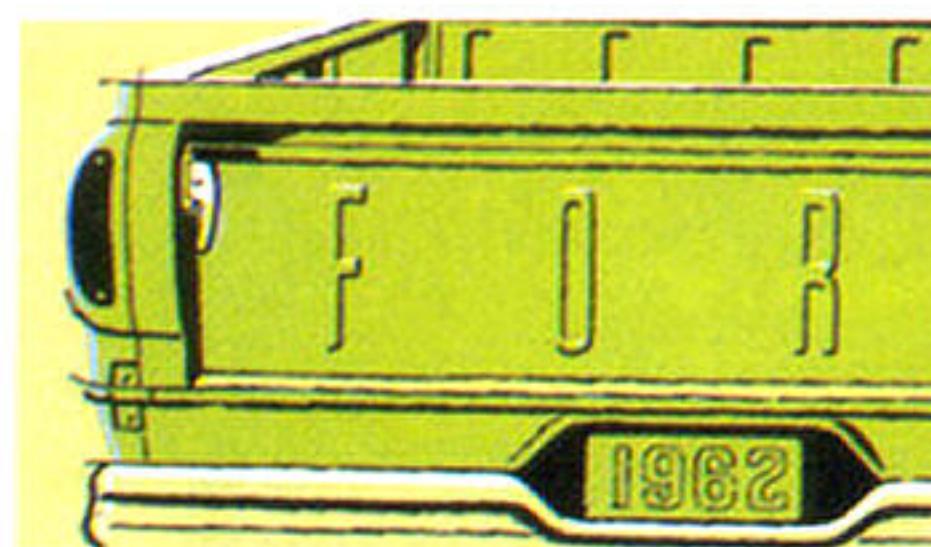


Ford F-100 Styleside Pickups are available with integral or separate box construction. The integral, or one-piece cab and body design, illustrated above, offers greater rigidity and a smoother, quieter ride. The separate design illustrated at lower left has a space between cab and body. Other options for this series include Platform-Stake body, Flareside Pickups, Chassis-Cab, Chassis-Cowl or Chassis-Windshield models. Max. GVW: 5,000 lb.



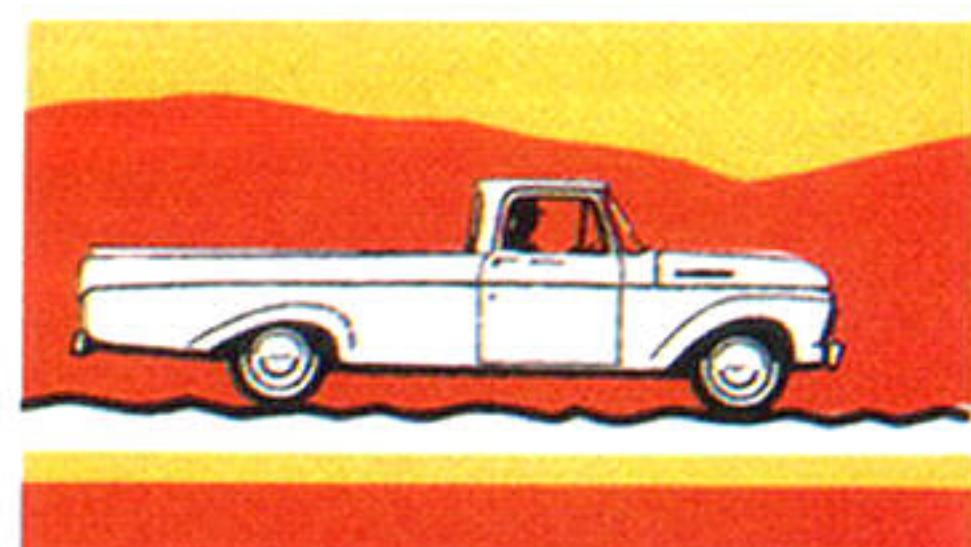
OPTIONAL SEPARATE STYLESIDE

Ford offers separate Styleside (and Flareside) pickup boxes for those operators who prefer these types. The Styleside's sturdy box-section corners give strength and durability. Toggle-type latches hold tailgate and body firmly together contributing to overall rigidity.



INSTANT-ACTION TAILGATE

The tailgate for integral Styleside boxes is 64.5 inches wide for easier loading. Concealed, rattleproof hinged support arms support tailgate in open position, level with the floor. Instant-Action latches have positive lock with snap-shut action for more convenient one-hand operation.



COMFORTABLE RIDE

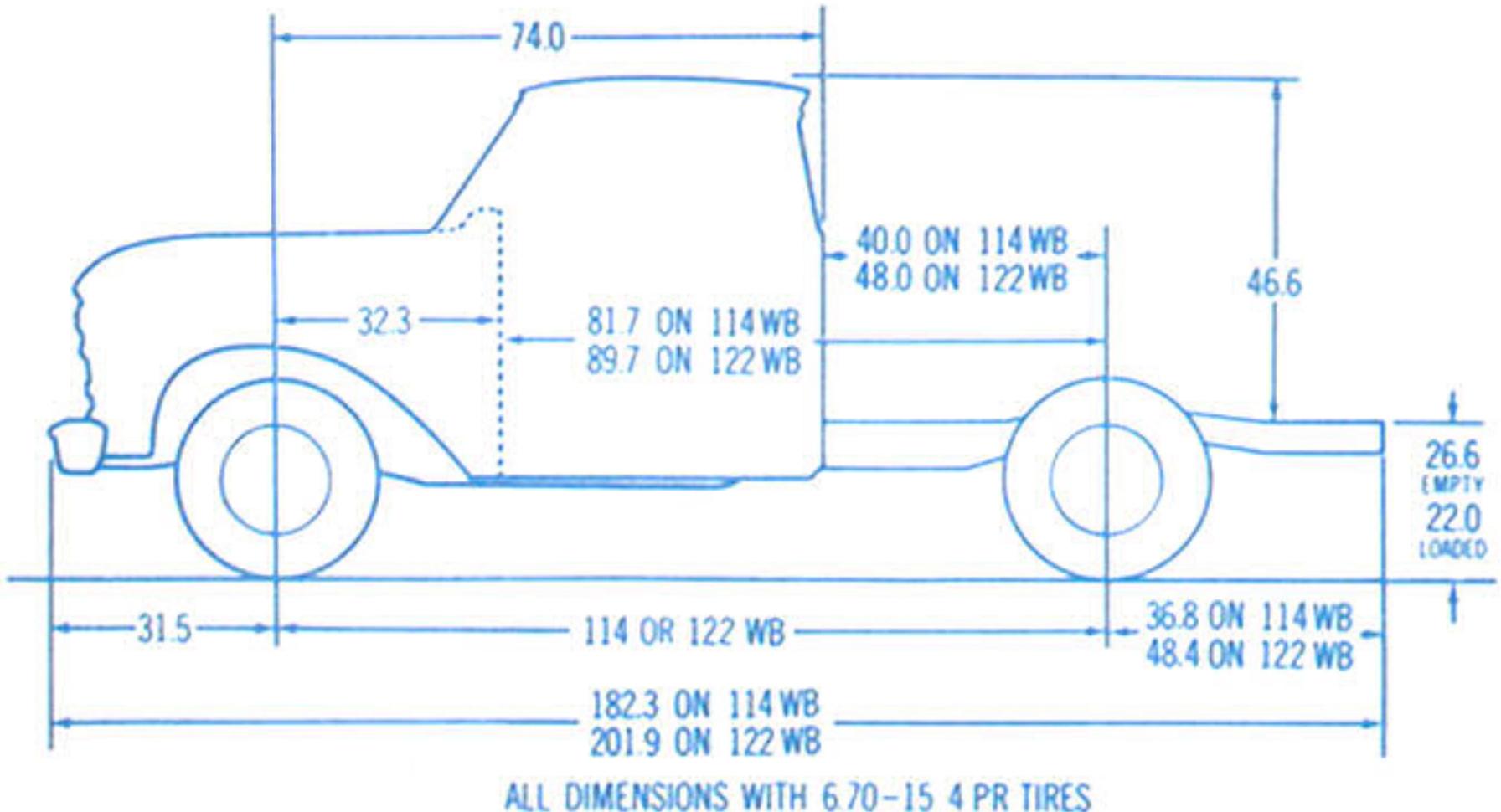
Ford's wide-span front springs feature tapered leaves and low deflection rate for soft action. Long, two-stage rear springs are strong but resilient to give a smooth ride—light or loaded. Double-action front and rear shock absorbers provide comfortable, level-ride control.

PICKUP BODY DIMENSIONS

Flareside Pickups—These 6½- or 8-ft. bodies have 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 cargo in or out.

	INTEGRAL STYLESIDE	SEPARATE STYLESIDE		FLARESIDE	
Nominal length.....	.6½ ft.	8 ft.	6½ ft.	8 ft.	6½ ft.
Inside length—in. (max. at floor).....	78.2	98.2	76.4	94.4	78.0
Inside width—in. (max. at floor).....	76.6	76.6	73.0	73.0	49.0
Inside width—in. (between wheelhousings).....	49.0	49.0	49.0	49.0	none
Width of tailgate opening—in.	64.5	64.5	51.6	51.6	49.0
Height—in. (floor to top of sides).....	19.6	19.6	19.1	19.1	20.3
Cubic capacity—cu. ft.	65.1*	79.7*	56.1*	70.6*	45.0
					65.4*

*Allowance made for wheelhousings



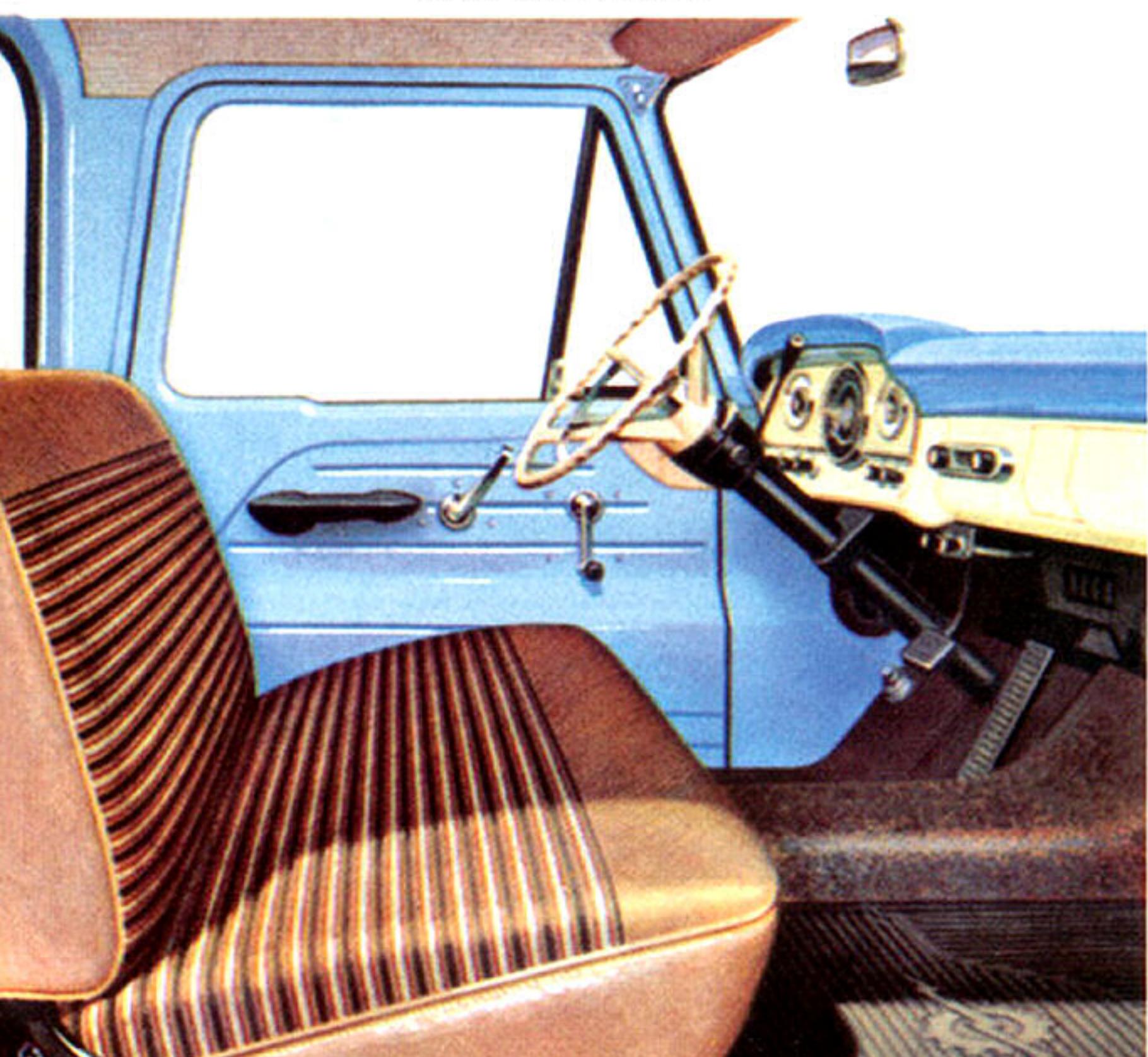
Chassis-Cab, Chassis-Cowl—Ford's F-100 chassis models are especially suited for custom-built bodies from 5½ to 8 ft. The Chassis-Cab models are available with a 114- or 122-in. wheelbase for special-purpose bodies available from any number of independent body builders. Chassis-Cowl and Chassis-Windshield units (114-in. wb. only) may be easily converted to single-unit bodies of the walk-in type.

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 excellent vision for safe and pleasant driving. The durable full-width seat takes three *big* men comfortably. Doors swing wide for easy entrance and exit.

Controls and instruments are conveniently located for the driver. Wrap-around rear window for greater visibility to side and rear is optional with the integral Styleside body. These and other features shown below save the driver's 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 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
- Concentric steering column

CUSTOM CAB FEATURES

(In addition to or in place of standard features)

- Twill stripe woven plastic upholstery with brown woven-in bolster and 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 1½ 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 doors
- Matched locks on both doors
- Two-tone paint treatment on dash and door interior panels
- Perforated headlining
- ½-in. sound absorbing insulation above headlining
- Sound deadener material between floor pan and mat
- Coat hook

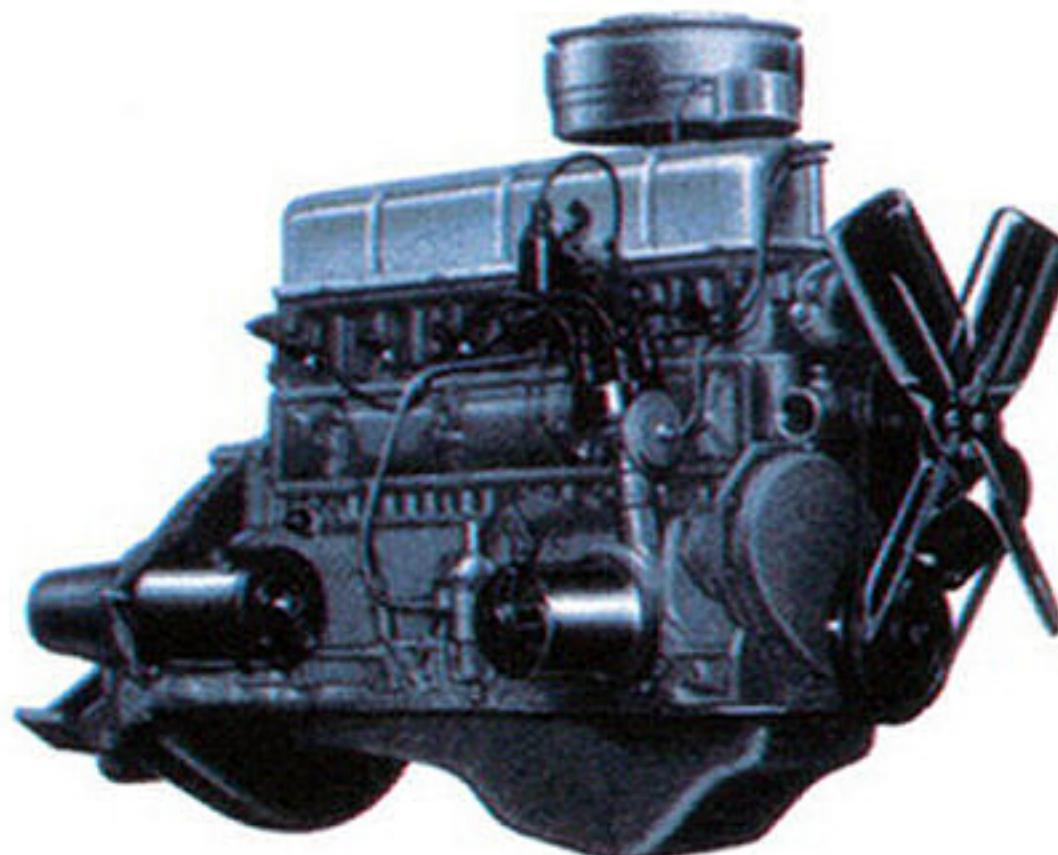
ECONOMICAL SHORT STROKE POWER

The Ford F-100 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 cam-shaft, large intake and exhaust manifold passages and "high turbulence" combustion chambers give you high horsepower and torque with maximum dependability.

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.

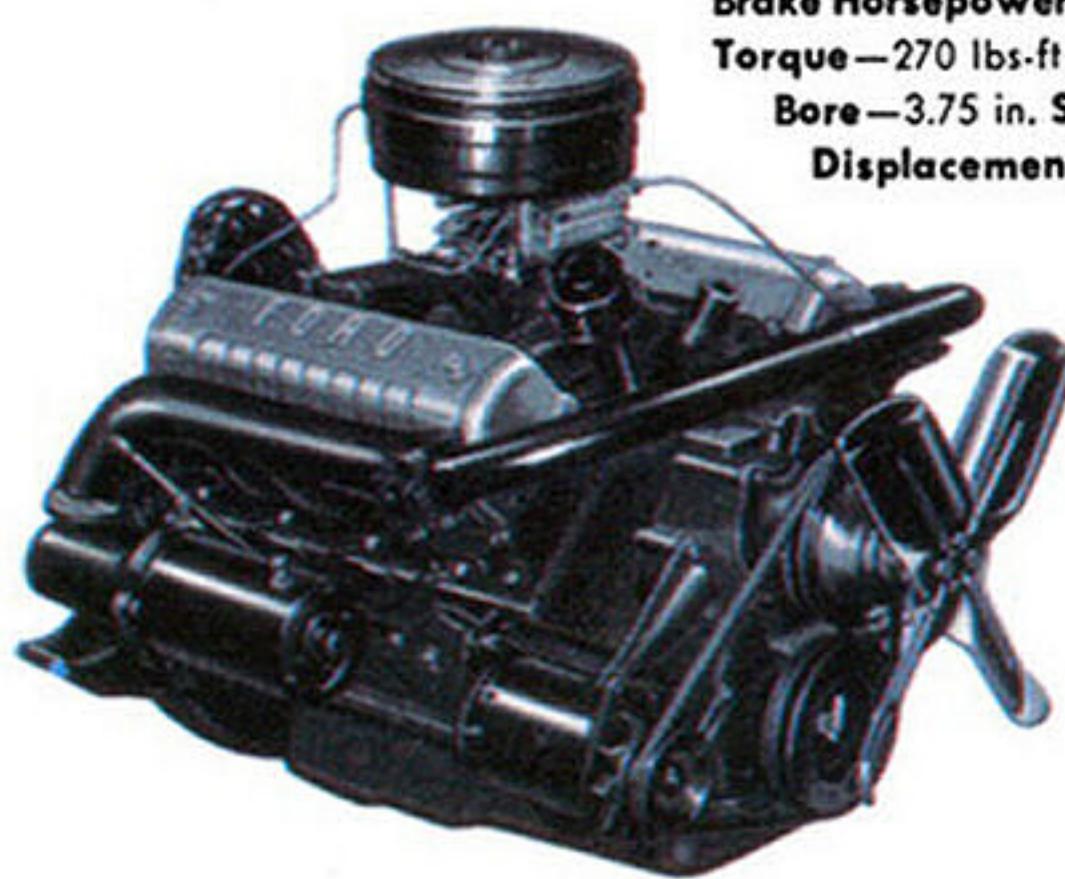


135-hp 223 SIX

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.



CHASSIS SPECIFICATIONS

	STANDARD EQUIPMENT	OPTIONAL EQUIPMENT*
Axle, Front: Capacity (lb.)	2600	—
Axle, Rear: Capacity (lb.)—Ratios (to 1)	3300—3.70	3300—3.89, 4.11 3.73, 3.92
Ratios for locking-type	—	—
Battery (12 volt):	54 plates—40 amp-hr	66 plates—55 or 70 amp-hr
Brakes, Service: Type	Hydraulic	—
Size (in.) Front—Rear	11 x 2—11 x 1 1/2	—
Brakes, Parking: Type	Cable actuation of rear brakes	—
Clutch: Diameter (in.)—Area (sq. in.)	10—85.5 (Six) 10.5—96.2 (V-8)	HD 11"—123.7
Cooling System: Capacity (qt.)	18 (Six) 21 (V-8)	HD radiator
Fan—No. of blades—dia. (in.)	4—18	—
Engine:	223 Six	292 V-8
Frame: Section Modulus	2.65 (114" wb.), 3.34 (122" wb.)	—
Generator:	30 amp.—450 watt	40 amp.—600 watt (low cut-in)
Shock Absorbers: Front and rear	Double-acting	—
Springs, Front: Capacity @ pad (lb. each)	1000 (114" wb.), 1100 (122" wb.)	1100 (114" wb.)
Springs, Rear (Two-Stage): Capacity @ pad (lb. each)	1025	1350, 1650†
Steering: Type	Recirculating ball	—
Transmission: Type	3-speed Synchro-Silent	3-speed w/Overdrive, 3-speed MD 4-speed, HD Cruise-O-Matic
Wheels and Tires: No. and type of wheels	5—5-hole disc	—
Standard Tires: No.—size (rim)	5—6.70-15 4PR (5K)	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. A two-tone effect is available on integral Styleside Pickups by combining any standard color with Corinthian White.

*See your Ford Dealer for additional options

†HD single-stage type

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