

PICKUPS & CHASSIS





Ford is America's most popular truck line.* And the best-built.†

Our reputation for toughness and dependability has been earned in every commercial market segment.

So it's not surprising that the F-Series has the highest owner loyalty rating among buyers of full-size pickups.‡ Or that the F-Series, Bronco, Explorer, Econoline and Ranger are the best-selling trucks in their respective classes.*

We have yet another reputation at Ford — of not resting on our accomplishments. There have been a lot of changes in Ford trucks over the past few years, making them not only more comfortable but more driver friendly as well.

The evolution continues in 1993. The Best Never Rest.

For openers, Ranger has an all-new aerodynamic look. A refurbished interior. A wider tire tread width. A smooth, comfortable ride. Balanced ride and handling.

Steering system modifications provide a positive "on center" feel. Ranger 4x4 models feature new larger-diameter tires, redesigned fog lamps and stylish wheel flares in addition to the all-new styling.

Bronco for 1993 now includes standard 4-wheel anti-lock brakes (ABS). Along with responsive 5.0L V-8 power.

The F-Series interior is surprisingly car-like in look and feel. Gauges are intelligently clustered and easy to read. Controls logically placed.

The F-Series is a driver's vehicle. Simply put, it's a pleasure to operate.

Yet, the more things change, the more they stay the same. Our trucks are still *Built Ford Tough*. And they still provide the features you've come not only to expect, but to demand in a work truck.

Like a full range of multi-port electronically fuel injected engines — from the versatile 2.3L I-4 in Ranger to the responsive 7.5L V-8 option in the F-Series. Plus a high torque 7.3L diesel option for special applications.

Ford Trucks.
The Best Never Rest.™

*Based on manufacturers' reported retail deliveries through June, 1992.

†Based on an average of consumer-reported problems in a series of surveys of all '82-'92 light trucks designed and built in North America.

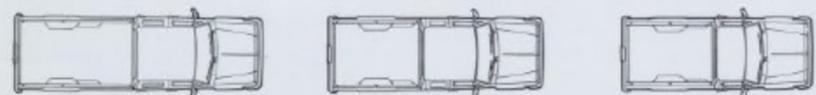
‡Based on the 1991 New Vehicle Buyer Survey.

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FORD F-SERIES PICKUP MODELS

- Regular Cab: 117" WB (6³/₄' box) or 133" WB (8' box)
- SuperCab: 139" WB (6³/₄' box) or 155" WB (8' box)
- Crew Cab: 168" WB (8' box)



FORD RANGER PICKUP AND BRONCO MODELS

- Regular Cab: 108" WB (6' box) or 114" WB (7' box)
- SuperCab: 125" WB (6' box)
- Bronco: 105" WB

| | |
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1993 FORD COMMERCIAL PICKUPS AND CHASSIS

THE 1993 F-SERIES PICKUP

The best selling vehicle in America is not a car. It's a truck.* The Ford F-Series — America's pickup. First and foremost, a great work truck. *Built Ford Tough.* Powerful. Yet easy to drive. And surprisingly comfortable.

HUMAN ENGINEERING

Ford's continuing attention to human engineering is especially noticeable in the F-Series interior:

- The instrument panel features gauges that are easy to identify and to read.
- A driver-activated overdrive cancel switch for the optional E4OD automatic transmission conveniently located on the shift lever.
- A removable mini-console with cup holder(s) as part of the optional Light/Convenience Group in the Regular Cab.
- Bright manual mirrors standard, and optional electric remote outside mirrors available on single-rear-wheel models.
- Power Point auxiliary electrical outlet, conveniently located on the instrument panel, for plugging in things like electric shavers or coffee pots during break time.

PRECISION-ENGINEERED AND BUILT FORD TOUGH

F-Series gasoline engines feature multi-port electronic fuel injection (EFI) for precise fuel metering, excellent throttle response and easy starting in extreme weather. And for high-torque diesel power, there's the 7.3L V-8.

The optional electronically controlled automatic overdrive transmission (E4OD) is designed for improved efficiency, performance and shift feel over vacuum-controlled systems.

Other F-Series features worth noting include:

- Twin-I-Beam (4x2) and Twin-Traction Beam (F-150/F-250 HD 4x4) independent front suspensions with a separate axle arm and hefty spring at each wheel.
- Rugged monobeam front axle on the F-350 4x4.
- Extensive use of tough 2-sided galvanized steel.
- A strong ladder-type frame with a special wax coating for corrosion protection.
- Standard nitrogen gas-pressurized shock absorbers.

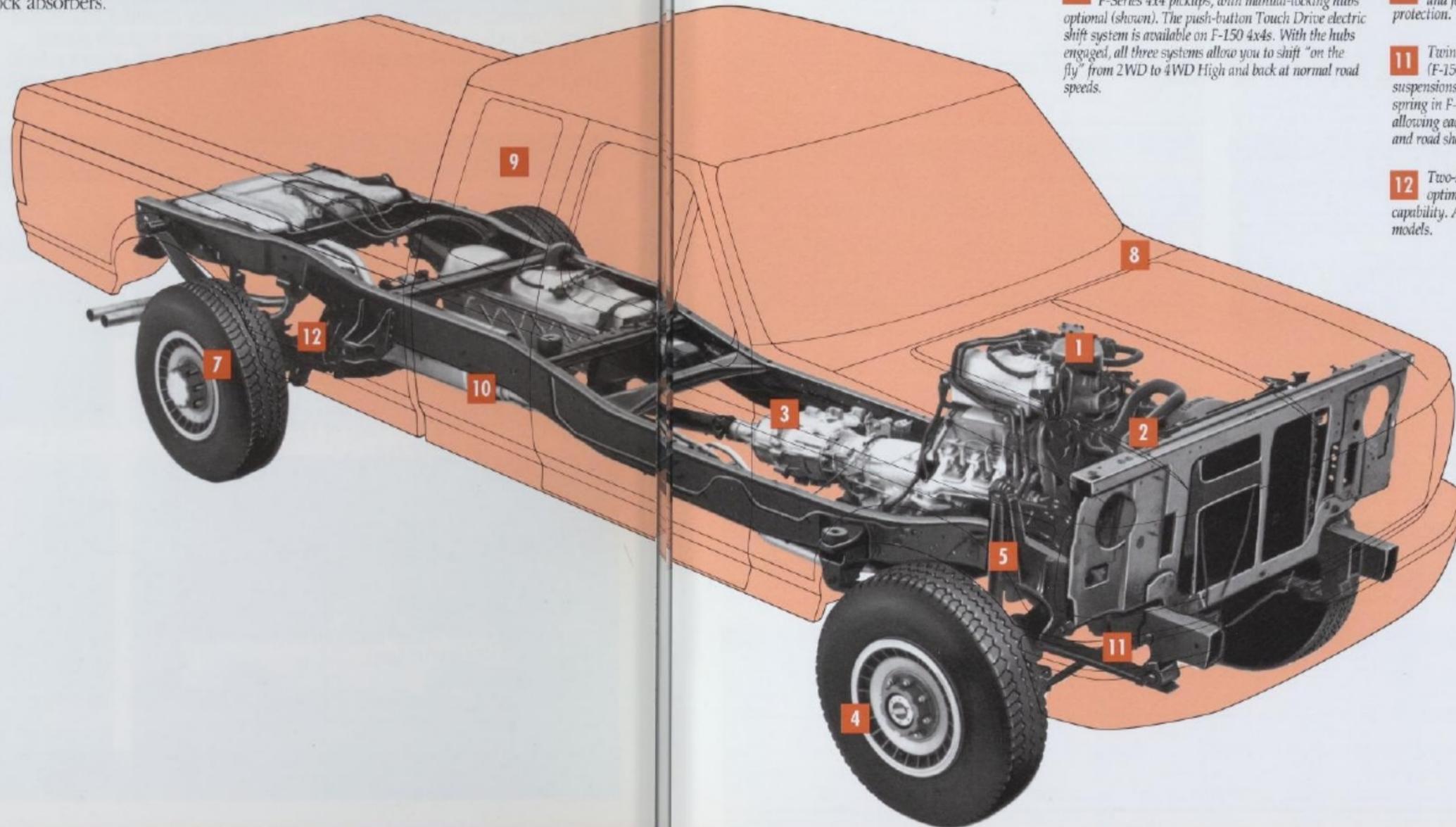
□ Standard power brakes with rear anti-lock feature.

□ A range of payloads from 1,000 pounds (F-150 Regular Cab Flareside) to 5,100 pounds (F-350 Regular Cab DRW).

□ Standard impact-resistant halogen headlights.

THREE CAB STYLES 4x2 OR 4x4, STYLESIDE OR FLARESIDE

F-Series is available in three cab styles: Regular, SuperCab and Crew Cab. And two body configurations:



Styleside and F-150 Flareside. In the SuperCab with optional 6-passenger seating, you can fold the rear seat down for 30 cu. ft. of extra space. And there's the Crew Cab with four doors and ample room for six adults.

If you need extra traction, you have F-150, F-250 HD and F-350 4x4s. Plus three 4x4 systems: standard auto-locking front hubs; optional manual-locking hubs; and the Electric Touch Drive option on F-150 models.

All pickup models are also covered in the 1993 F-Series personal use brochure.

*Based on manufacturers' reported retail deliveries through June, 1992.

1 All gas engines feature EEC-IV computer-controlled, "multi-port" electronic fuel injection. EEC-IV gathers information on a broad range of operating conditions affecting engine performance and then controls fuel-air mixture and spark timing to optimize performance and efficiency. In effect, EEC-IV fine tunes the engine to the requirements of the moment.

2 Single serpentine accessory belt drive on 4.9L, 5.0L, 5.8L gasoline and 7.3L diesel engines feature a self-tensioning idler pulley (adjustment is not required) and provides easy access to front-mounted components.

3 The optional electronic 4-speed automatic overdrive transmission (E4OD) is designed to improve shift feel and performance over vacuum-controlled systems. The driver-activated overdrive cancel switch, conveniently located on the shift lever, is particularly useful in obtaining 3rd gear engine braking on downgrades.

4 Automatic-locking front hubs are standard on all F-Series 4x4 pickups, with manual-locking hubs optional (shown). The push-button Touch Drive electric shift system is available on F-150 4x4s. With the hubs engaged, all three systems allow you to shift "on the fly" from 2WD to 4WD High and back at normal road speeds.

5 Nitrogen gas-pressurized front and rear shocks are designed to help maintain consistent hydraulic fluid pressure for a smooth and controlled ride.

6 Aero-designed headlights have impact-resistant lenses, plus halogen bulbs that can be easily replaced from under the hood without tools.

7 Power front disc/rear drum brakes are standard. The rear anti-lock system helps you make more controlled stops under most operating conditions.

8 Hood, fenders, dash panel, doors, front floor pan, pickup box and tailgate are of two-sided galvanized steel.

9 The SuperCab model provides 30 cu. ft. of additional cargo space with the optional rear bench seat folded down. 3-point outboard lap/shoulder belts are standard with the rear bench seat.

10 Ladder-type frame provides a solid foundation and features a wax coating for corrosion protection.

11 Twin-I-Beam (4x2) and Twin-Traction Beam (F-150 and F-250 HD 4x4) independent front suspensions feature an axle arm and coil spring (leaf spring in F-250 HD 4x4 shown) for each wheel, allowing each wheel to react independently to bumps and road shock for control and a smooth ride.

12 Two-stage, multi-leaf rear springs adjust to optimize ride comfort and load carrying capability. Auxiliary springs are standard on F-350 models.

FORD F-SERIES PICKUP SPECIFICATIONS

F-SERIES 4x2

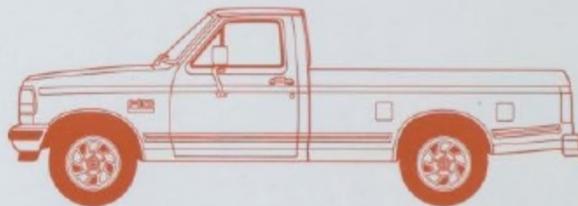
| | | |
|------------------------|----------|---|
| GVWR (max. lbs.) | F-150 | 6,250: Regular Cab; 6,250: SuperCab |
| | F-250 | 6,600: Regular Cab |
| | F-250 HD | 8,600: Regular Cab; 8,800: SuperCab |
| | F-350 | 10,000: Regular Cab DRW; 10,000: SuperCab DRW 9,200: Crew Cab SRW; 10,000: Crew Cab DRW |
| Front axle (max. lbs.) | F-150 | 3,400: Regular Cab; 3,400: SuperCab |
| | F-250 | 3,900: Regular Cab |
| | F-250 HD | 4,200: Regular Cab; 4,200: SuperCab |
| | F-350 | 4,200: Regular Cab DRW; 4,200: SuperCab DRW 4,200: Crew Cab SRW; 4,200: Crew Cab DRW |
| Rear axle (max. lbs.) | F-150 | 3,800: Regular Cab; 3,800: SuperCab |
| | F-250 | 5,300: Regular Cab |
| | F-250 HD | 6,250: Regular Cab; 6,250: SuperCab |
| | F-350 | 7,400: Regular Cab DRW; 7,400: SuperCab DRW 6,250: Crew Cab SRW; 7,400: Crew Cab DRW |
| Springs, front | | Coil |
| | rear | 2-stage leaf, variable rate (plus auxiliary springs on F-350) Opt. HD front and auxiliary rear springs for many models. See your Ford Dealer. |
| Shock absorbers | | Gaspressurized (HD std. on F-250 HD and F-350; opt. on F-150/250) |
| Battery | | Std. 72 amp-hr. Opt. 84 amp-hr. Dual 84 amp-hr. std. with 7.3L Diesel |
| Alternator | | 60 amps with 4.9L engine less a/c 75 amps with 4.9L engine with a/c; and 7.5L engine 95 amps with 5.0L and 5.8L engines; 130 amps with 7.3L diesel |
| Fuel capacity | | Std. 18.2: SWB F-150 Regular Cab Std. 34.7: SWB F-150 SuperCab; 37.2: LWB F-150/F-250HD/F-350 Opt. 18.2: LWB F-150/250 HD/350 Regular Cab |
| Steering | | Power |
| Brakes | | Power front disc; power rear drum with anti-lock system |
| Wheels, type/rim size | | 5-hole/6J: F-150 8-hole 7K: F-250/F-250 HD/F-350 SRW; F-350 DRW 6K |
| Tires, tubeless | | P215/75R155L: F-150 Regular Cab P235/75R155L: F-150 SuperCab LT215/85R16D: F-250 Regular Cab LT235/85R16E: F-250 HD/F-350 SRW LT215/85R16D: F-350 DRW |

Opt. tires are available to match payload package requirements. See your Ford Dealer.
HD = Heavy Duty. SRW = Single Rear Wheels. DRW = Dual Rear Wheels.

F-SERIES 4x4

| | | |
|------------------------|----------|--|
| GVWR (max. lbs.) | F-150 | 6,250: Regular Cab; 6,250: SuperCab |
| | F-250 HD | 8,600: Regular Cab; 8,800: SuperCab |
| | F-350 | 9,000: Regular Cab SRW 9,200: Crew Cab SRW |
| | | |
| Front axle (max. lbs.) | F-150 | 3,800: Regular Cab; 3,800: SuperCab |
| | F-250 HD | 4,600: Regular Cab; 4,600: SuperCab |
| | F-350 | 5,000: Regular Cab SRW 5,000: Crew Cab SRW |
| | | |
| Rear axle (max. lbs.) | F-150 | 3,800: Regular Cab; 3,800: SuperCab |
| | F-250 HD | 6,250: Regular Cab; 6,250: SuperCab |
| | F-350 | 6,250: Regular Cab SRW 6,250: Crew Cab SRW |
| | | |
| Springs, front | | Coil: F-150; Constant rate tapered leaf: F-250 HD/F-350 |
| | rear | 2-stage leaf, variable rate (plus auxiliary springs on F-350) Opt. HD front and auxiliary rear springs for many models. See your Ford Dealer. |
| Shock absorbers | | Gaspressurized (HD std. on F-250 HD and F-350; opt. on F-150) |
| Front hubs | | Std. auto locking: F-150/F-250HD/F-350 Opt manual locking: F-150/250 HD/350 Opt. auto locking with Touch Drive: F-150 |
| Battery | | Std. 72 amp-hr. Opt. 84 amp-hr. Dual 84 amp-hr. std. with 7.3L Diesel |
| Alternator | | 60 amps with 4.9L engine less a/c 75 amps with 4.9L engine with a/c; and 7.5L engine 95 amps with 5.0L and 5.8L engines; 130 amps with 7.3L diesel |
| Fuel capacity (gals.) | | Std. 18.2: SWB F-150 Regular Cab Std. 34.7: SWB F-150 SuperCab; 37.2: LWB F-150/F-250HD/F-350 Opt. 18.2: LWB F-150/250 HD/350 Regular Cab |
| Steering | | Power |
| Brakes | | Power front disc; power rear drum with anti-lock system |
| Wheels, type/rim size | | 5-hole/6J: F-150 8-hole 7K: F-250 HD/F-350 SRW |
| Tires, tubeless | | P235/75R155L: F-150 LT235/85R16E: F-250 HD/F-350 |

Opt. tires are available to match payload package requirements. See your Ford Dealer.



DIMENSIONS

| Cab | Series | WB (in.) | OAL (in.) | BL (ft.) | BW (in.) | LH (in.) 4x2/4x4 | AC (in.) 4x2/4x4 | Cargo (cu ft.)* |
|---------|-----------------|----------|-----------|----------|----------|------------------|------------------|-----------------|
| Regular | F-150 Styleside | 117 | 197.1 | 63/4 | 70 | 30.2/33.5 | 6.5/7.1 | 62.8 |
| | F-150 Fareside | 117 | 197.1 | 63/4 | 49 | 30.2/33.5 | 6.5/7.1 | 44.2 |
| | F-150 | 133 | 213.3 | 8 | 70 | 30.2/33.5 | 6.5/7.1 | 75.4 |
| | F-250 | 133 | 213.3 | 8 | 70 | 32.5/— | 7.7/— | 75.4 |
| | F-250 HD | 133 | 213.3 | 8 | 70 | 32.2/35.1 | 8.3/8.3 | 75.4 |
| | F-350 | 133 | 213.3 | 8 | 70 | —/34.6 | —/8.3 | 75.4 |
| Super | F-350 DRW | 133 | 213.3 | 8 | 70 | 32.5/— | 7.7/— | 75.4 |
| | F-150 Styleside | 139 | 219.1 | 63/4 | 70 | 30.7/33.4 | 7.1/7.1 | 62.8 |
| | F-150 Fareside | 139 | 219.1 | 63/4 | 49 | 30.7/33.4 | 7.1/7.1 | 44.2 |
| | F-150 | 155 | 235.3 | 8 | 70 | 30.7/33.4 | 7.1/7.1 | 75.4 |
| Crew | F-250 HD | 155 | 235.3 | 8 | 70 | 33.0/35.0 | 8.3/8.3 | 75.4 |
| | F-350 DRW | 155 | 235.3 | 8 | 70 | 32.4/— | 7.7/— | 75.4 |
| | F-350 | 168 | 248.7 | 8 | 70 | 34.1/35.6 | 8.3/8.3 | 75.4 |
| Crew | F-350 DRW | 168 | 248.7 | 8 | 70 | 32.9/— | 7.7/— | 75.4 |

4x2 POWERTEAMS

| Engines | Regular Cab | | | | SuperCab | | | Crew Cab | |
|----------------------------------|-------------|-------|----------|-----------|----------|-----------|-----------|-----------|--|
| | F-150 | F-250 | F-250 HD | F-350 DRW | F-150 HD | F-250 DRW | F-350 SRW | F-350 DRW | |
| 4.9L EFI I-6 | S | S | S | — | S | — | — | — | |
| 5.0L EFI V-8 | — | — | — | — | — | — | — | — | |
| 5.8L EFI V-8 | — | — | — | — | — | — | — | — | |
| 7.5L EFI V-8 | — | — | — | — | — | — | — | — | |
| 7.3L V-8 Diesel | — | — | — | — | — | — | — | — | |
| Transmissions | | | | | | | | | |
| 3-spd. manual overdrive | S | S | — | — | S | — | — | — | |
| 5-spd. manual overdrive HD | — | — | S | S | — | S | S | S | |
| 4-spd. manual | — | — | — | — | — | — | — | — | |
| 3-spd. auto. | — | — | — | — | — | — | — | — | |
| 4-spd. auto overdrive | — | — | — | — | — | — | — | — | |
| Electronic 4-spd. auto overdrive | — | — | — | — | — | — | — | — | |

HD = Heavy Duty. SRW = Single Rear Wheels. DRW = Dual Rear Wheels.

4x4 POWERTEAMS

| Engines | Regular Cab | | | SuperCab | | Crew Cab |
|----------------------------------|-------------|----------|-----------|----------|-----------|-----------|
| | F-150 | F-250 HD | F-350 SRW | F-150 HD | F-250 DRW | F-350 SRW |
| 4.9L EFI I-6 | S | — | — | S | — | — |
| 5.0L EFI V-8 | — | — | — | — | — | — |
| 5.8L EFI V-8 | — | — | — | — | — | — |
| 7.5L EFI V-8 | — | — | — | — | — | — |
| 7.3L V-8 Diesel | — | — | — | — | — | — |
| Transmissions | | | | | | |
| 3-spd. manual overdrive | S | — | — | S | — | — |
| 5-spd. manual overdrive HD | — | S | S | — | S | S |
| 4-spd. manual | — | — | — | — | — | — |
| 3-spd. auto. | — | — | — | — | — | — |
| 4-spd. auto overdrive | — | — | — | — | — | — |
| Electronic 4-spd. auto overdrive | — | — | — | — | — | — |

HD = Heavy Duty. SRW = Single Rear Wheels. DRW = Dual Rear Wheels.

4x2 PAYLOAD PACKAGE SELECTOR

| Regular Cab Styleside | Payload Package | Payload* (lbs.) | GVWR (lbs.) | Tires (Min.) |
|-----------------------------|-----------------|-----------------|-------------|--------------|
| F-150 (63/4" pickup box) | #1 | 1,400 | 5,250 | P215/75R155L |
| F-150 (8" pickup box) | #1 | 1,490 | 5,450 | P215/75R155L |
| F-150 (8" pickup box) | #2 | 2,280 | 6,250 | P235/75R155L |
| F-250 (8" pickup box) | #1 | 2,380 | 6,600 | LT215/85R16D |
| F-250 HD (8" pickup box) | #1 | 4,150 | 8,600 | LT235/85R16E |
| F-350 DRW (8" pickup box) | #1 | 5,110 | 10,000 | LT215/85R16D |
| Regular Cab Fareside | | | | |
| F-150 (63/4" pickup box) | #1 | 1,000 | 5,000 | P235/75R155L |
| F-150 (63/4" pickup box) | #2 | 1,450 | 5,450 | P235/75R155L |
| SuperCab | | | | |
| F-150 (63/4" pickup box) | #1 | 1,880 | 6,050 | P235/75R155L |
| F-150 (8" pickup box) | #1 | 1,970 | 6,250 | P235/75R155L |
| F-250 HD (8" pickup box) | #1 | 4,080 | 8,800 | LT235/85R16E |
| F-350 DRW (8" pickup box) | #1 | 4,670 | 10,000 | LT215/85R16D |
| SuperCab Fareside | | | | |
| F-150 (63/4" pickup box) | #1 | 1,700 | 6,050 | P235/75R155L |
| Crew Cab | | | | |
| F-350 (8" pickup box) | #1 | 4,020 | 9,200 | LT235/85R16E |
| F-350 DRW (8" pickup box) | #1 | 4,610 | 10,000 | LT215/85R16D |

*Maximum allowable weight of people, cargo and body equipment, and is reduced by the weight of optional equipment. Most Regular Cab payloads can be increased by ordering the single-fuel tank option. See your dealer for more information.

4x4 PAYLOAD PACKAGE SELECTOR

| Regular Cab | Payload Package | Payload* (lbs.) | GVWR (lbs.) | Tires (Min.) |
|-----------------------------|-----------------|-----------------|-------------|--------------|
| F-150 (63/4" pickup box) | #1 | 2,090 | 6,100 | P235/75R155L |
| F-150 (8" pickup box) | #1 | 2,000 | 6,250 | P235/75R155L |
| F-250 HD (8" pickup box) | #1 | 3,770 | 8,600 | LT235/85R16E |
| F-350 (8" pickup box) | #1 | 3,990 | 9,000 | LT235/85R16E |
| Regular Cab Fareside | | | | |
| F-150 (63/4" pickup box) | #1 | 1,950 | 6,100 | P235/75R155L |
| SuperCab | | | | |
| F-150 (63/4" pickup box) | #1 | 1,870 | 6,250 | P235/75R155L |
| F-150 (8" pickup box) | #1 | 1,720 | 6,250 | P235/75R155L |
| F-250 HD (8" pickup box) | #1 | 3,630 | 8,800 | LT235/85R16E |
| SuperCab Fareside | | | | |
| F-150 | #1 | 1,690 | 6,250 | P235/75R155L |
| Crew Cab | | | | |
| F-350 (8" pickup box) | #1 | 3,670 | 9,200 | LT235/85R16E |

*Maximum allowable weight of people, cargo and body equipment, and is reduced by the weight of optional equipment. Most Regular Cab payloads can be increased by ordering the single-fuel tank option. See your dealer for more information.

HEAVY-DUTY SUSPENSION EQUIPMENT

| | F-150 | F-250 | F-250 HD | F-350 |
|-------------------------------------|--|---|---|---|
| HD Front Suspension Package* | <input type="checkbox"/> 3,800lb. springs/GAWR <input type="checkbox"/> HD frame <input type="checkbox"/> Min. 3.55 rear axle ratio (must be ordered) <input type="checkbox"/> HD front/rear shocks | | <input type="checkbox"/> 4,600lb. springs/GAWR <input type="checkbox"/> X35 4.10 rear axle ratio | <input type="checkbox"/> 5,000lb. GAWR <input type="checkbox"/> 5,000lb. springs |
| HD Rear Suspension Package | <input type="checkbox"/> 400lb. capacity auxiliary springs** <input type="checkbox"/> HD front/rear shocks | <input type="checkbox"/> 710lb. capacity auxiliary springs** <input type="checkbox"/> HD front/rear shocks | <input type="checkbox"/> 710lb. capacity auxiliary springs** | |

*Heavy-Duty Front Suspension Package is recommended on vehicles which will permanently utilize aftermarket equipment such as snow plows, heavy-duty winches and others that load the front axle to the specified Gross Axle Weight Rating (GAWR). **Nominal rating.

1993 NEW FORD RANGER PICKUP



America's best-selling compact pickup for the last 6 years just got a lot better. Ranger for '93 has all-new styling, a wider tread width and larger-diameter tires.

Ranger Regular Cab 4x2 with optional payload package #2 can handle cargo weighing up to 1,650 pounds. The 4x4 up to 1,550 pounds.

Ranger offers a variety of responsive engines, from the 2.3L I-4 to the 3.0L V-6 and the powerful 4.0L V-6.

All feature "multi-port" fuel injection and offer a 5-speed manual or optional electronic 4-speed automatic overdrive transmission.

The Twin-I-Beam (4x2) and Twin-Traction Beam (4x4) independent front suspensions have two axle arms for ride control and strength.

Ranger also includes:

□ Double-wall construction for the hood, doors, all-welded pick-up box side panels, and tailgate.

□ Support pockets built into the pickup box inner side panels. With two 2x6" boards placed across them, you can take up to 500 lbs. of 4x8" panels flat with the tailgate lowered.

□ Choice of Electrical Touch Drive (4x4) or manual locking front hubs.



□ Computer-controlled rear anti-lock brake system.

□ Choice of Regular Cab or the roomier SuperCab.



DIMENSIONS

| Wheelbase | Cab Length | Box Length at Cargo Floor | Box Width at Cargo Floor |
|---|---------------------|---------------------------|--------------------------|
| 107.9" | 104.7" | 72.2" | 51.2" |
| 113.9" | 104.7" | 84.2" | 51.2" |
| 125" SuperCab | 120.9" | 72.2" | 51.2" |
| Load Height at Cargo Floor 4x2/4x4 (Empty) | Front Tread 4x2/4x4 | Rear Tread 4x2/4x4 | Axle Clearance 4x2/4x4 |
| 27.1"/32.0" | 56.7"/58.3" | 57.3" | 6.6"/6.8" |
| 27.0"/32.1" | 56.7"/58.3" | 57.3" | 6.6"/6.8" |
| 27.4"/31.3" | 56.7"/58.3" | 57.3" | 6.6"/6.8" |
| Cargo volume (cu. ft.) (no allowance for wheelhouses) | Regular Cab | SuperCab | |
| Short wheelbase | 37.4' | — | |
| Long wheelbase | 43.5' | 37.4' | |

RANGER 4x2 SPECIFICATIONS

| | |
|---|---|
| GVW Rating (max.) | 4,700 lbs. - Regular Cab; 4,820 lbs. - SuperCab |
| Frame | Ladder-type |
| Axles: front | 2,400 lbs. Regular Cab; 2,625 SuperCab |
| Axles: rear | Std. 2,750 lbs.; Opt. 2,750 lbs. Limited Slip |
| Computer-selected front coil springs (combined rating @ ground) | 1,950 lbs. - Regular Cab; 2,150 lbs. - SuperCab |
| Computer-selected rear leaf springs (combined rating @ ground) | 2,384 lbs. - Regular Cab; 2,384 lbs. - SuperCab |
| Shock absorbers | Std. gas-pressurized; Opt. heavy-duty gas-pressurized |
| Front stabilizer bar* | Std. - SuperCab; Opt. - Regular Cab |
| Rear stabilizer bar | Opt. - Regular Cab and SuperCab |
| Brakes | Power front discs; power rear drums with anti-lock system |
| Battery | 58 AH maintenance-free - Regular Cab 72 AH maintenance-free - SuperCab (opt. in Regular Cab) |
| Alternator | 95 amps |
| Fuel capacity | 16.3 gals. - Regular Cab 20.0 gals. - SuperCab (opt. 19.6 gals. on 114" wb Regular Cab) |
| Steering: Regular Cab* | Manual - std. in XL, XL Sport and XLT Power - incl. in STX; opt. in XL, XL Sport and XLT |
| Steering: SuperCab | Power |
| Curb-to-curb turning diameter | 36.5 ft. - 108" wb Regular Cab 38.3 ft. - 114" wb Regular Cab 41.6 ft. - 125" wb SuperCab |

*Front stabilizer bar is included on all Ranger models equipped with power steering.

POWERTEAMS AND AXLE RATIOS

| Engines | Transmissions | Axle Ratios (Standard/Optional) | | |
|------------------------|---------------|---------------------------------|-------------|---------------|
| | | 49 States | California | High Altitude |
| Regular Cab 4x2 | | | | |
| 2.3L EFI I-4 | 5-Speed Man. | 3.08* | 3.08* | 3.73 |
| | 4-Speed Auto. | 3.73 | 3.73 | — |
| 3.0L EFI V-6 | 5-Speed Man. | 3.73/3.73LS | 3.73/3.73LS | 3.45/3.73LS |
| | 4-Speed Auto. | 3.45/3.73LS | 3.45/3.73LS | 3.45/3.73LS |
| 4.0L EFI V-6 | 5-Speed Man. | 3.08/3.55LS | 3.08/3.55LS | 3.08/3.55LS |
| | 4-Speed Auto. | 3.08/3.55LS | 3.08/3.55LS | 3.08/3.55LS |
| Regular Cab 4x4 | | | | |
| 2.3L EFI I-4 | 5-Speed Man. | 4.10 | 4.10 | 4.10 |
| | 4-Speed Auto. | 3.73/4.10LS | 3.73/4.10LS | 3.73/4.10LS |
| 4.0L EFI V-6 | 5-Speed Man. | 3.27/3.73LS | 3.27/3.73LS | 3.73/3.73LS |
| | 4-Speed Auto. | 3.27/3.73LS | 3.27/3.73LS | 3.27/3.73LS |
| SuperCab 4x2 | | | | |
| 2.3L EFI I-4 | 5-Speed Man. | 3.73 | 3.73 | 3.73 |
| | 4-Speed Auto. | 3.45/3.73LS | 3.45/3.73LS | 3.45/3.73LS |
| 4.0L EFI V-6 | 5-Speed Man. | 3.08/3.55LS | 3.08/3.55LS | 3.08/3.55LS |
| | 4-Speed Auto. | 3.08/3.55LS | 3.08/3.55LS | 3.08/3.55LS |
| SuperCab 4x4 | | | | |
| 3.0L EFI V-6 | 5-Speed Man. | 3.73/3.73LS | 3.73/3.73LS | 3.73/3.73LS |
| | 4-Speed Auto. | 3.73/4.10LS | 3.73/4.10LS | 3.73/4.10LS |
| 4.0L EFI V-6 | 5-Speed Man. | 3.27/3.73LS | 3.27/3.73LS | 3.73/3.73LS |
| | 4-Speed Auto. | 3.27/3.73LS | 3.27/3.73LS | 3.27/3.73LS |

LS = Optional Limited Slip performance rear axle *3.08 axle only in Ranger XL with 108" wheelbase. Standard payload package and without power steering and rear step bumper; 3.45 axle with standard payload package; 3.73 axle included and available only with optional payload package #2.

RANGER 4x4 SPECIFICATIONS

| | |
|---|---|
| GVW Rating (max.) | 4,880 lbs. - Regular Cab; 5,040 lbs. - SuperCab |
| Frame | Ladder-type |
| Axles: front | 2,800 lbs. |
| Axles: rear | Std. 2,750 lbs.; Opt. 2,750 lbs. Limited Slip |
| Computer-selected front coil springs (combined rating @ ground) | 2,260 lbs. - Regular Cab; 2,360 lbs. - SuperCab |
| Computer-selected rear leaf springs (combined rating @ ground) | 2,570 lbs. - Regular Cab; 2,570 lbs. - SuperCab |
| Shock absorbers | Heavy-duty gas-pressurized |
| Stabilizer bars | Std. - front; Opt. - rear |
| Brakes | Power front discs; power rear drums with anti-lock system |
| Front hubs/transfer case | Std. automatic locking/Touch Drive 2-speed electric shift Opt. manual locking/2-speed manual shift |
| Battery | 58 AH maintenance-free - Regular Cab 72 AH maintenance-free - SuperCab (opt. in Regular Cab) |
| Alternator | 95 amps |
| Fuel capacity | 16.3 gals. - Regular Cab 20.0 gals. - SuperCab (opt. 19.6 gals. on 114" wb Regular Cab) |
| Steering | Power |
| Curb-to-curb turning diameter (ft.) | 37.3 ft. - 108" wb Regular Cab 39.1 ft. - 114" wb Regular Cab 42.4 ft. - 125" wb SuperCab |

PAYLOAD PACKAGE SELECTOR

| Regular Cab | Package No. | Payload | GVWR | Tires (Min.) |
|-----------------|-------------|------------|------------|---------------|
| 4x2 SWB | #1 Std. | 1,250 lbs. | 4,220 lbs. | P195/70Rx14SL |
| 4x2 SWB | #2 Opt. | 1,650 lbs. | 4,660 lbs. | P215/70Rx14SL |
| 4x2 LWB | #1 Std. | 1,250 lbs. | 4,260 lbs. | P195/70Rx14SL |
| 4x2 LWB | #2 Opt. | 1,650 lbs. | 4,700 lbs. | P215/70Rx14SL |
| 4x4 SWB | #1 Std. | 1,250 lbs. | 4,580 lbs. | P215/75Rx15SL |
| 4x4 SWB | #2 Opt. | 1,550 lbs. | 4,840 lbs. | P215/75Rx15SL |
| 4x4 LWB | #1 Std. | 1,250 lbs. | 4,580 lbs. | P215/75Rx15SL |
| 4x4 LWB | #2 Opt. | 1,550 lbs. | 4,880 lbs. | P215/75Rx15SL |
| SuperCab | | | | |
| 4x2 | #1 Std. | 1,240 lbs. | 4,460 lbs. | P195/70Rx14SL |
| 4x2 | #2 Opt. | 1,550 lbs. | 4,820 lbs. | P215/70Rx14SL |
| 4x4 | #1 Std. | 1,250 lbs. | 4,840 lbs. | P215/75Rx15SL |
| 4x4 | #2 Opt. | 1,500 lbs. | 5,040 lbs. | P215/75Rx15SL |

SWB = short wheelbase (107.9" Regular Cab). LWB = long wheelbase (113.9" Regular Cab). Note: Payload is the maximum allowable weight of people, cargo, body and equipment and is reduced by the weight of optional equipment.

2.3L ENGINE

| | |
|----------------------|-----------------------|
| Type/cylinders: | Gasoline/I-4, 8 plugs |
| Liters/cubic inches: | 2.3/140 |
| Fuel injection: | Electronic multi-port |
| Bore and stroke: | 3.78x3.13 |
| Compression ratio: | 9.2:1 |
| Horsepower: | 98 @ 4,600 rpm |
| Torque, lbs./ft.: | 130 @ 2,600 rpm |

3.0L ENGINE*

| | |
|----------------------|-----------------------|
| Type/cylinders: | Gasoline/V-6 |
| Liters/cubic inches: | 3.0/182 |
| Fuel injection: | Electronic multi-port |
| Bore and stroke: | 3.50x3.14 |
| Compression ratio: | 9.3:1 |
| Horsepower: | 145 @ 4,800 rpm |
| Torque, lbs./ft.: | 165 @ 3,000 rpm |

*Torque and horsepower ratings shown are 1992; 1993 ratings were not available at the time of publication.

4.0L ENGINE

| | |
|----------------------|-----------------------|
| Type/cylinders: | Gasoline/V-6 |
| Liters/cubic inches: | 4.0/245 |
| Fuel injection: | Electronic multi-port |
| Bore and stroke: | 3.95x3.32 |
| Compression ratio: | 9.0:1 |
| Horsepower: | 160 @ 4,500 rpm |
| Torque, lbs./ft.: | 220 @ 2,500 rpm* |

*With manual transmission; 220 @ 2,200 rpm with automatic transmission.

1993 FORD F-SERIES CHASSIS-CABS

There's an F-Series Chassis-Cab, in F-350 or F-Super Duty model, to accommodate the particular custom body you need for your job.

Built Ford Tough, F-Series chassis are engineered to handle most demanding light truck applications. And like the F-Series pickups, they have many of the design features noted on pages 3-5.

F-350 CHASSIS-CABS

The F-350 Chassis-Cab is available in 2-wheel drive and 4-wheel drive; in single rear wheel (SRW) and dual rear wheel (DRW) configurations; with three wheelbases of 133" (SRW), 137" and 161" (DRW).

Principal features of the F-350 Chassis-Cabs include:

- Maximum Gross Vehicle Weight Rating (GVWR) of 11,000 pounds.
- Maximum payloads of 6,410 pounds in the DRW F-350 4x2 and 5,710 pounds in the DRW F-350 4x4, both with 137" wheelbase and dual fuel tanks.
- In the 4x2: standard 4.9L I-6 and optional 5.8L and 7.5L V-8 gas engines, all with "multi-port" fuel injection; optional 7.3L Diesel.
- In the 4x4: standard 7.5L V-8; optional 7.3L diesel.
- Three transmissions: Standard HD 5-speed manual; optional 3-speed automatic; and optional electronic 4-speed automatic overdrive with overdrive cancel switch.

- Twin-I-Beam independent front suspension with an axle arm and coil spring for each wheel (4x2); rugged monobeam front axle and leaf springs (4x4).

- Single stage, constant-rate rear leaf main springs with auxiliary springs standard.

- Twin-tube, nitrogen gas-pressurized shock absorbers for ride quality and control.

- Power brakes. And a computer-controlled rear anti-lock system designed to inhibit braking-induced rear wheel lockup under most operating conditions.

- Automatic locking 4x4 front hubs standard; manual locking front hubs optional.

F-SUPER DUTY CHASSIS-CAB

The F-Super Duty Chassis-Cab is designed to fill the gap between the F-350 and Ford's line of medium-duty trucks.

It's available in 2-wheel drive with dual rear wheels. And there are three wheelbases: 137", 161", and 185".

F-Super Duty Chassis features include:

- Maximum GVW rating of 15,000 pounds.
- Maximum payload of 9,640 pounds with 137" wheelbase and dual fuel tanks.
- Standard 7.5L V-8; optional 7.3L Diesel.
- Rugged monobeam front axle.



- Front and rear single stage constant-rate leaf springs. Auxiliary rear springs are standard.

- Twin-tube, nitrogen gas-pressurized shock absorbers for ride quality and control.

- Four-wheel disc brakes.

F-350 HEAVY-DUTY FRONT SUSPENSION PACKAGE

F-350 4x4 with 133" wheelbase includes:

- 4,600-lb. GAWR.
- 5,000-lb. HD springs.

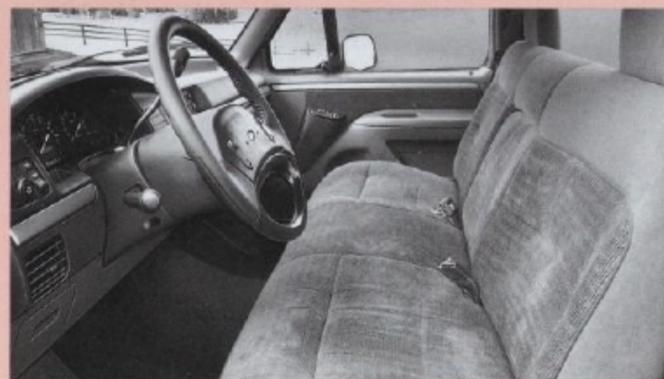
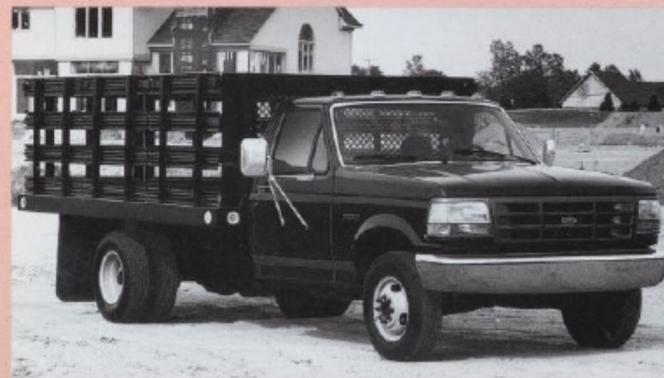
F-350 4x4 with 137" or 161" wheelbase includes:

- 5,000-lb. GAWR.
- 5,000-lb. HD springs.

F-350 4x2 dual-rear-wheel Chassis-Cab includes:

- 4,000-lb. GAWR.
- 4,000-lb. HD springs.
- 4,200-lb. GAWR/springs with 7.3L engine.

The Heavy-Duty Front Suspension is recommended for vehicles that will be used with heavy front-mounted equipment such as snow plows or heavy-duty winches. The load on the front axle with equipment installed and occupants in place should not exceed the front GAWR.



OPTIONAL FEATURES

Major F-350 and F-Super Duty Chassis-Cab options available within all trim levels include:

- Knit vinyl bench seat.
- Air conditioning.
- Spare tire and wheel.
- Sliding rear window.
- Tachometer.
- Super engine cooling.
- Engine block heater.
- Single fuel tank.
- Auxiliary fuel tap.
- HD battery for F-350.
- HD front suspension package for F-350 (contents listed above).
- Front license plate bracket.

F-350 AMBULANCE PREP PACKAGE*

- 137"/161" wheelbases.
- 11,000-lb. GVWR.
- 4,200-lb. front GAWR (4x2).
- 4,600-lb. front GAWR (4x4).
- Wide-track rear axle with 4.10 limited slip ratio; conventional-track axle with 4.10 or 4.10 limited-slip.
- 165-amp alternator.
- Super engine cooling.
- Handling package: front and rear stabilizer bars.
- Air conditioning.
- Requires the 7.3L Diesel.

F-SUPER DUTY AMBULANCE PREP PACKAGE*

- Super engine cooling.
- 165-amp alternator.
- Air conditioning.
- Requires the 7.3L Diesel.

*Incomplete vehicle package — requires further manufacture and certification by a final-stage manufacturer. Ford vehicles are suitable for completion as ambulances only if equipped with the Ford Ambulance Preparation Package. In addition, Ford urges ambulance manufacturers to follow the recommendations of the Ford Incomplete Vehicle Manual and the Ford Truck Body Builders Layout Book (and pertinent supplements). Using a Ford vehicle without the Ford Ambulance Preparation Package to produce an ambulance voids the Ford Warranty.

FORD F-SERIES CHASSIS-CAB SPECIFICATIONS



IMPORTANT INFORMATION

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.

DIMENSIONS

| Series | Wheelbase | Overall Length | Cab-Rear Axle Length | Rear Axle-Frame Length | Frame Height (Empty/Loaded) | Axle Height (Loaded) | Tread Width (Front/Rear) | Cab Height (Empty) |
|----------------------|----------------------|----------------------------|--------------------------|-------------------------|---|-------------------------|---|-------------------------|
| F-350 4x2 SRW | 133" | 207.0" | 56.2" | 40.5" | 26.6"/20.4" | 8.34" | 65.7"/64.3" | 74.3" |
| F-350 4x2 DRW | 137" 161" | 208.8" 241.8" | 60.0" 84.0" | 38.5" 47.5" | 24.5"/20.8" 24.4"/20.7" | 7.74" 7.74" | 65.7"/67.1" 65.7"/67.1" | 73.5" 73.2" |
| F-350 4x4 SRW | 133" | 207.0" | 56.2" | 40.5" | 30.7"/24.4" | 8.34" | 67.9"/64.3" | 78.7" |
| F-350 4x4 DRW | 137" 161" | 208.8" 241.8" | 60.0" 84.0" | 38.5" 47.5" | 28.9"/25.1" 28.9"/25.1" | 8.34" 8.34" | 67.9"/67.1" 67.9"/67.1" | 78.0" 78.0" |
| F-Super Duty 4x2 DRW | 137" 161" 185" | 208.8" 241.8" 265.8" | 60.0" 84.0" 108.0" | 38.5" 47.5" 47.5" | 27.0"/23.7" 27.0"/23.7" 26.9"/23.6" | 7.76" 7.76" 7.76" | 67.0"/69.7" 67.0"/69.7" 67.0"/69.7" | 77.5" 77.5" 77.5" |

SRW = Single Rear Wheels. DRW = Dual Rear Wheels.

4x2 F-SERIES CHASSIS-CAB: TWIN-BEAM FRONT AXLE

| | F-350 4x2 SRW | F-350 4x2 DRW |
|---|---|-----------------------------|
| Wheelbase (in.): | 133 | 137 |
| GVWR (lbs.): | 8,800 | 10,000 |
| Payload (lbs.): | 4,680 | 5,310 |
| Front axle (lbs.): | 4,200 | 4,200 |
| Rear axle (lbs.): | 6,250 | 8,250 |
| Front springs (combined rating @ ground): | 2,915 | 3,365 |
| Rear springs (combined rating @ ground): | 7,813 | 8,358 |
| Fuel tank (gals.): | 37.2 dual Opt. 18.2 single | 38 dual Opt. 19 single |
| Tires: | Four LT235/85R16E all-season | Six LT215/85R16D all-season |
| Wheels: | 8-hole disc/16x7K | 8-hole disc/16x6K |
| Shock absorbers: | Twin-tube, nitrogen gas-pressurized | |
| Battery: | Std. 72 amp-hr. Opt. 84 amp-hr. Dual 84 amp-hr. std. with 7.3L Diesel | |
| Alternator: | 60 amps with 4.9L engine less a/c; 75 amps with 4.9L engine with a/c or 7.5L engine 95 amps with 5.8L engine; 130 amps with 7.3L diesel | |
| Steering: | Power | |
| Brakes: | Power front disc and rear drum with rear anti-lock | |

SRW = Single Rear Wheels. DRW = Dual Rear Wheels. Note: Load rating represents maximum allowable weight of people, cargo and body equipment, and is reduced by weight of optional equipment. Payloads can be increased if the single-fuel tank option is ordered. See your dealer for more information.

POWERTEAMS

| Engines | Twin-Beam Front Axle | | Mono-beam Front Axle | | |
|-----------------------------------|----------------------|---------------|----------------------|---------------|----------------------|
| | F-350 4x2 SRW | F-350 4x2 DRW | F-350 4x4 SRW | F-350 4x4 DRW | F-Super Duty 4x2 DRW |
| 4.9L EFI I-6 | S* | S** | - | - | - |
| 5.8L EFI V-8 | O | O | - | - | - |
| 7.5L EFI V-8 | O | O | S | S | S |
| 7.3L V-8 Diesel | O | O | O | O | O |
| Transmissions | | | | | |
| 5-spd. manual overdrive HD | S | S | S | S | S |
| 3-spd. auto. | O | O | O | O | - |
| Electronic 4-spd. auto. overdrive | O | O | O | O | O |

SRW = Single Rear Wheels. DRW = Dual Rear Wheels. * Not available in California. ** Not available in California. Not available with 11,000-lb. GVWR.

IMPORTANT NOTE ABOUT PICKUP BOX REMOVAL

Ford provides guidelines for removal of pickup box and installation of certain other aftermarket truck body equipment. See the 1993 Ford Truck Body Builders Layout Book for details.

4x4 F-SERIES CHASSIS-CAB: MONOBEAM FRONT AXLE

| | F-350 4x4 SRW | F-350 4x4 DRW |
|---|---|-----------------------------|
| Wheelbase (in.): | 133 | 137 |
| GVWR (lbs.): | 8,800 | 11,000 |
| Payload (lbs.): | 3,940 | 5,710 |
| Front axle (lbs.): | 5,000 | 5,000 |
| Rear axle (lbs.): | 6,250 | 8,250 |
| Front springs (combined rating @ ground): | 4,100 | 4,100 |
| Rear springs (combined rating @ ground): | 7,596 | 8,427 |
| Fuel tank (gals.): | 37.2 dual Opt. 18.2 single | 38 dual Opt. 19 single |
| Tires: | Four LT235/85R16E all-season | Six LT235/85R16E all-season |
| Wheels: | 8-hole disc/16x7K | 8-hole disc/16x6K |
| Shock absorbers: | Twin-tube, nitrogen gas-pressurized | |
| Battery: | Std. 72 amp-hr. Opt. 84 amp-hr. Dual 84 amp-hr. std. with 7.3L Diesel | |
| Alternator: | 75 amps; 130 amps with 7.3L Diesel | |
| Steering: | Power | |
| Brakes: | Power front disc and rear drum with rear anti-lock system | |

SRW = Single Rear Wheels. DRW = Dual Rear Wheels. Note: Load rating represents maximum allowable weight of people, cargo and body equipment, and is reduced by weight of optional equipment. Payloads can be increased if the single-fuel tank option is ordered. See your dealer for more information.

4x2 F-SUPER DUTY CHASSIS-CAB: MONOBEAM FRONT AXLE

| | F-Super Duty 4x2 DRW | | |
|---|---|---------------------------|---------------------------|
| Wheelbase (in.): | 137 | 161 | 185 |
| GVWR (lbs.): | 15,000 | 15,000 | 15,000 |
| Payload (lbs.): | 9,460 | 9,330 | 8,920 |
| Front axle (lbs.): | 5,000 | 5,000 | 5,000 |
| Rear axle (lbs.): | 11,000 | 11,000 | 11,000 |
| Front springs (combined rating @ ground): | 5,000 | 5,000 | 5,000 |
| Rear springs (combined rating @ ground): | 11,000 | 11,000 | 11,000 |
| Fuel tank (gals.): | 38 dual Opt. 19 single | 38 dual Opt. 19 single | 38 dual Opt. 19 single |
| Tires: | Six LT235/85R16E all-season | | |
| Wheels (type/rim size): | 10-hole disc/16x6K | | |
| Shock absorbers: | Twin-tube, nitrogen gas-pressurized | | |
| Battery: | Std. 84 amp-hr. Dual 84 amp-hr. std. with 7.3L Diesel | | |
| Alternator: | 75 amps; 130 amps with 7.3L Diesel | | |
| Steering: | Power | | |
| Brakes: | Power 4-wheel disc | | |

DRW = Dual Rear Wheels. Note: Load rating represents maximum allowable weight of people, cargo and body equipment, and is reduced by weight of optional equipment. Payloads can be increased if the single-fuel tank option is ordered. See your dealer for more information.

THE 1993 FORD BRONCO



Bronco has been the best-selling full-size utility vehicle for the past fourteen years.*

With standard 4-wheel ABS and 5.0L V-8 power, there's even more to love in 1993.

BIG BRONCO FEATURES

□ A comfortable interior, including an intelligently designed instrument panel with enhanced ergonomics. Gauges that are easy to read and controls that are easy to reach and operate.

□ E4OD Overdrive Cancel Switch conveniently located on the shift lever designed to lock out overdrive when pulling or braking with heavy loads.

□ 3-point rear seat outboard safety restraints.

□ Optional leather trimmed Captain's Chairs and console with convenient cup holders.

□ Power Point auxiliary electrical outlet located on the instrument panel for plugging in things like coffee pots during break time.

□ Special wax coating on the frame for corrosion protection.

□ Twin-Traction Beam independent front suspension system.

□ 78.8 cu. ft. cargo area with rear seat folded down.

□ Sturdy bolted, riveted and welded frame.

□ Double-wall-constructed front roof, hood and doors.

□ Extensive use of galvanized steel.

□ 4-wheel anti-lock brakes.

□ Standard impact-resistant halogen headlamps.

□ Trailer Towing Package: includes trailer wiring harness; HD turn signal flasher; rear stabilizer bar; quad front and HD rear shock absorbers; HD 84 A.H. battery and super engine cooling.

□ Three 4x4 systems available: automatic-locking front hubs; manual-locking hubs; and auto-locking hubs with Ford's exclusive Touch Drive electric shift option.

□ Well-equipped line of trim models, all covered in the 1993 Ford Bronco personal use brochure, available at your Ford dealer.

*Based on manufacturers' reported retail deliveries through June, 1992.



FORD F-SERIES AND BRONCO POWERTEAMS

A wide selection of powerteams is but one of many reasons to consider a full-size Ford.

F-Series offers four gas-powered engines and a diesel. And in Bronco, you have two gas engines.

COMPUTER-CONTROLLED MULTI-PORT FUEL INJECTION

All F-Series and Bronco gas engines feature "multi-port" electronic fuel injection (EFI).

Governed by the EEC-IV computer, the multi-port EFI system provides precise fuel metering, excellent throttle response, and easy starting in extreme weather.

HIGH-TORQUE 7.3L DIESEL PERFORMANCE

Depending on your application, you might want to consider diesel power. If so, you have one of the best in the rugged 7.3L V-8.

The optional 7.3L delivers excellent performance over a wide range of operating conditions. It's especially suited to applications that involve high mileage or lengthy idle times.

ELECTRONIC 4-SPEED AUTOMATIC OVERDRIVE

Ford's optional electronic 4-speed automatic overdrive transmission (E4OD) is one of the most advanced systems on today's market.

E4OD integrates the shift and clutch torque converter controls into a computerized control module.

This sophisticated electronic system was designed to improve shift timing and performance over vacuum-controlled systems.

The E4OD Overdrive Cancel Switch, conveniently located on the shift lever, prevents upshifting to 4th gear — a particularly useful feature in hilly terrain to obtain 3rd gear engine braking on downgrades.



Multi-port EFI 4.9L I-6, standard in F-150, F-250 and F-250HD models.

| | |
|------------------------|-----------------------|
| Type/cylinders: | Gasoline/I-6 |
| Displacement (liters): | 4.9 |
| Fuel injection: | Electronic multi-port |
| Bore and stroke: | 4.00x3.98 |
| Compression ratio: | 8.8 |
| Horsepower: | 145 @ 3,400 rpm* |
| Torque, lbs./ft.: | 265 @ 2,000 rpm* |

*For 2.73 and 3.08 axle ratios or F-150/250 8,500 lbs. GVWR and below with E4OD transmission only. Ratings are 150 horsepower @ 3,400 rpm and 260 lbs./ft. of torque @ 2,000 rpm for all other applications.



Multi-port EFI 5.0L V-8, available in F-150/250 and standard in Bronco.

| | |
|------------------------|-----------------------|
| Type/cylinders: | Gasoline/V-8 |
| Displacement (liters): | 5.0 |
| Fuel injection: | Electronic multi-port |
| Bore and stroke: | 4.00x3.00 |
| Compression ratio: | 9.0 |
| Horsepower: | 185 @ 3,800 rpm |
| Torque, lbs./ft.: | 270 @ 2,400 rpm |



Multi-port EFI 5.8L V-8, available in most F-Series models and in Bronco.

| | |
|------------------------|-----------------------|
| Type/cylinders: | Gasoline/V-8 |
| Displacement (liters): | 5.8 |
| Fuel injection: | Electronic multi-port |
| Bore and stroke: | 4.00x3.50 |
| Compression ratio: | 8.8 |
| Horsepower: | 200 @ 3,800 rpm |
| Torque, lbs./ft.: | 310 @ 2,800 rpm |



Multi-port EFI 7.5L V-8, available in F-250 HD, F-350 and F-Super Duty.

| | |
|------------------------|-----------------------|
| Type/cylinders: | Gasoline/V-8 |
| Displacement (liters): | 7.5 |
| Fuel injection: | Electronic multi-port |
| Bore and stroke: | 4.36x3.85 |
| Compression ratio: | 8.5 |
| Horsepower: | 230 @ 3,600 rpm |
| Torque, lbs./ft.: | 390 @ 2,200 rpm |



7.3L V-8 Diesel, available in F-250 HD, F-350 and F-Super Duty.

| | |
|------------------------|-----------------|
| Type/cylinders: | Diesel/V-8 |
| Displacement (liters): | 7.3 |
| Fuel injection: | Mechanical |
| Bore and stroke: | 4.11x4.18 |
| Compression ratio: | 21.5 |
| Horsepower: | 185 @ 3,000 rpm |
| Torque, lbs./ft.: | 360 @ 1,400 rpm |

Note: Ratings for high altitude application are lower.



The driver-activated Overdrive Cancel Switch (with optional E4OD) is designed to obtain 3rd gear engine braking on downgrades.

ECONOLINE

The Econoline Stripped Chassis — for commercial or RV application — comes without the body, driver's compartment and front end sheetmetal, allowing you to add an aftermarket body of your choice.

The Commercial Stripped Chassis is offered in single or dual rear wheels; the RV Stripped Chassis in dual rear wheels.

The Commercial Stripped Chassis is powered by the standard 4.9L EFI I-6. The 5.8L V-8 is optional.

The RV Stripped Chassis is driven by the big 7.5L V-8.

F-SUPER DUTY

The F-Super Duty Stripped Chassis is available for commercial and Class A motorhome applications.

The 16,000-lb. GVWR Commercial Stripped Chassis is offered in two wheelbases: 158" and 178". It's powered by a standard 7.3L Diesel. 4-wheel disc brakes make it ideal for multi-stop delivery applications.

The 17,000-lb. GVWR Motorhome Stripped Chassis comes in 178", 190", 208" and 228" wheelbases. It's powered by a 7.5L V-8 with the E4OD transmission.

ECONOLINE STRIPPED CHASSIS SPECIFICATIONS

| Series | Commercial E-350 SRW/DRW | RV E-350 DRW |
|------------------------------------|---|-------------------------|
| GVWR range (lb.) | 9,400/10,000 | 11,500 |
| Payload Range (lb.) | 5,610/6,065 | 7,145/7,185 |
| Axles (lb.) | Front: 4,600 Rear: 6,340 (SRW), 7,800 (DRW) | 4,600 8,000 |
| Springs (combined rating @ ground) | Front: 3,550 Rear: 7,810 | 4,200 7,810 |
| Steering and Brakes | Power | Power |
| Battery (amp-hr.) | 72 | 72 |
| Alternator (amp.) | 95 | 130 |
| Engines | Standard: 4.9L EFI I-6 (1) Optional: 5.8L EFI V-8 | 7.5L EFI V-8 |
| Transmissions | Standard: 3-speed automatic Optional: 4-speed automatic E4OD | 4-speed automatic E4OD |
| Fuel tank (gal.) | Standard: 36.0 Optional: 55.0 (2) (3) | 55.0 (3) |
| Tires | LT245/75R16E (SRW) LT225/75R16D (DRW) | LT225/75R16D |
| Wheels (number) Type/rim size | Four 8-hole disc 16x7K (SRW) Six 8-hole disc 16x6K (DRW) | Seven 8-hole disc 16x6K |

Note: Load rating represents maximum allowable weight of people, cargo and body equipment, and is reduced by weight of optional equipment. (1) Not available in California. (2) Available with 158" or 176" wheelbase only. Not available with 4.9L EFI I-6 engine. (3) Late availability.

ECONOLINE DIMENSIONS

| E-350 | WB | OAL | Rear Wheels | FH Loaded |
|--------------------------------|------|--------|-------------|-----------|
| Commercial/RV Stripped Chassis | 138" | 235.5" | Single | 22.0" |
| | 138" | 235.5" | Dual | 22.4" |
| | 158" | 255.5" | Single | 20.9" |
| | 158" | 255.5" | Dual | 20.5" |
| | 176" | 255.5" | Dual | 21.9" |
| | 158" | 250.4" | Dual | 21.9" |
| | 176" | 250.4" | Dual | 21.9" |

*RV Stripped Chassis. WB=Wheelbase. OAL=Overall length. FH=Frame Height at rear axle.

F-SERIES DIMENSIONS

| F-Super Duty 4x2 | WB | OAL | RAF Length | FH (Empty/Loaded) | AH (Loaded) | TW (Front/Rear) |
|-----------------------------|------|--------|------------|-------------------|-------------|-----------------|
| Commercial Stripped Chassis | 158" | 263.3" | 70.0" | 32.2/26.6" | 7.61" | 71.7/71.7" |
| Motorhome Stripped Chassis | 178" | 283.3" | 70.0" | 32.2/26.6" | 7.61" | 71.7/71.7" |
| | 178" | 320.3" | 105.8" | 35.0/28.0" | 7.61" | 71.7/71.7" |
| | 190" | 332.3" | 105.8" | 35.0/28.0" | 7.61" | 71.7/71.7" |
| | 208" | 350.3" | 105.8" | 35.0/28.0" | 7.61" | 71.7/71.7" |
| | 228" | 370.3" | 105.8" | 35.0/28.0" | 7.61" | 71.7/71.7" |

WB=Wheelbase. OAL=Overall length. RAF=Rear Axle Frame. FH=Frame Height at rear axle. AH=Axle Height. TW=Tread Width.



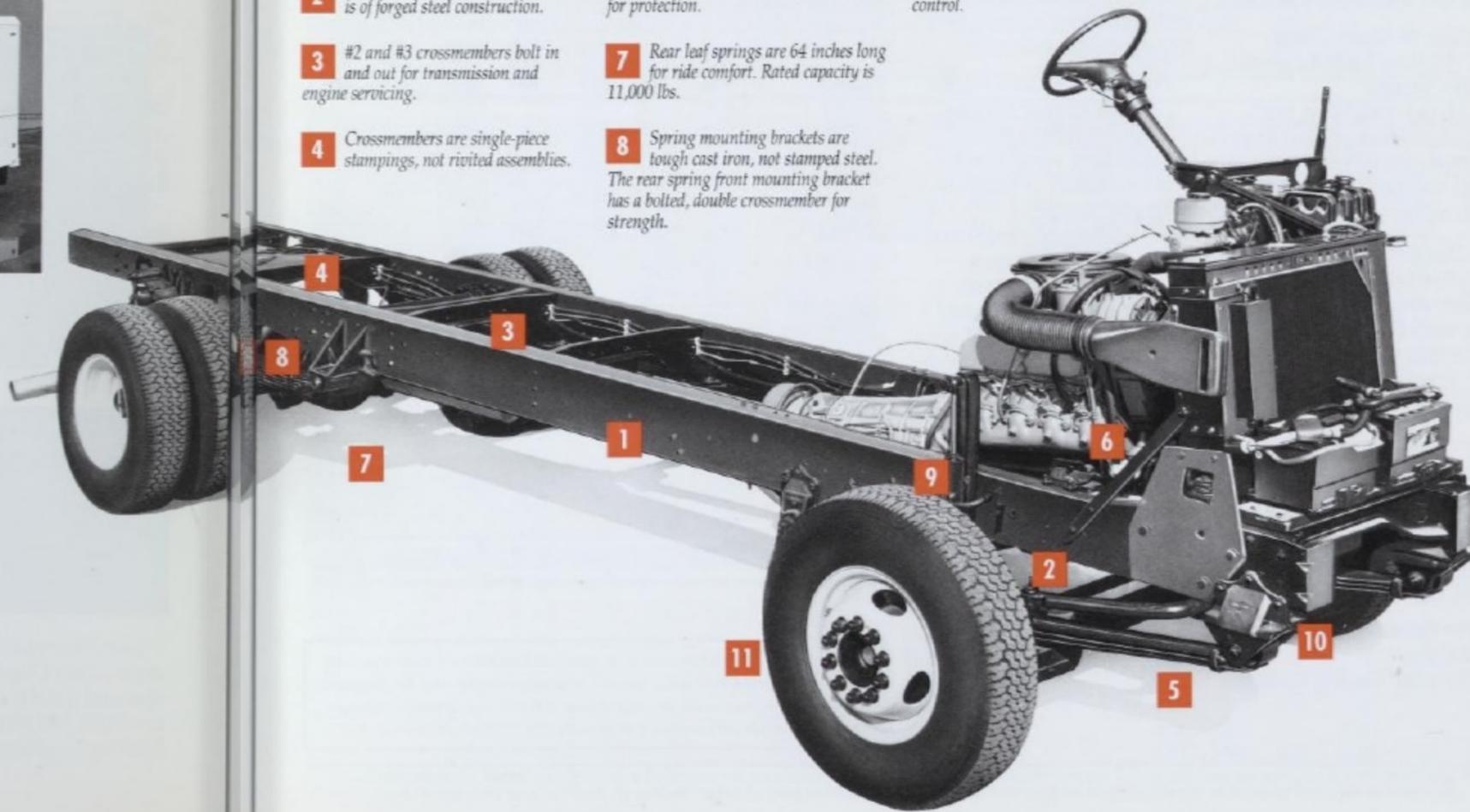
The bread truck shown here is an example of what you can build when you start with a quality Ford Stripped Chassis.

F-SERIES STRIPPED CHASSIS SPECIFICATIONS

| Series | Commercial Stripped 4x2 DRW | Motorhome Stripped 4x2 DRW |
|------------------------------------|--|-----------------------------|
| Wheelbase (in.) | 158/178 | 178/190/208/228 |
| GVWR (lb.) | 16,000 | 17,000 |
| Payload (lb.) | 10,300/10,735 | 11,170/11,050/11,025/10,945 |
| Axles (lb.) | Front: 6,000 monobeam Rear: 11,000 | 6,000 monobeam 11,000 |
| Springs (combined rating @ ground) | Front: 6,000 Rear: 11,000 | 6,000 11,000 |
| Steering and Brakes | Power | Power |
| Battery (amp-hr.) | Dual 84 (maintenance-free) | 72 (maintenance-free) |
| Alternator (amp.) | 100 | 130 |
| Engine | 7.3L V-8 Diesel | 7.5L EFI V-8 |
| Transmission | Standard: HD 5-spd. manual OD Optional: 4-spd. automatic E4OD | 4-spd. automatic E4OD |
| Fuel tank (gal.) | 40 single | 75 single |
| Tires (all season) | Six (T235/85R16E) | Six (T235/85R16E) |
| Wheels (type/rim size) | Seven 10-hole disc, 16x6K | Seven 10-hole disc, 16x6K |

The F-Super Duty Commercial Stripped Chassis is detailed here. Rugged engineering features include:

- The frame side rails are straight. And the top of the frame is smooth and rivet-free for convenient body installation.
- The rugged monobeam front axle is of forged steel construction.
- #2 and #3 crossmembers bolt in and out for transmission and engine servicing.
- Crossmembers are single-piece stampings, not riveted assemblies.
- Tapered leaf springs are extra long and wide for toughness and comfort. Rated capacity is 6,000 lbs.
- Brake lines, fuel lines and wiring are mounted between the frame rails for protection.
- Rear leaf springs are 64 inches long for ride comfort. Rated capacity is 11,000 lbs.
- Spring mounting brackets are tough cast iron, not stamped steel. The rear spring front mounting bracket has a bolted, double crossmember for strength.
- Shock absorbers are nitrogen gas pressurized for ride comfort and control.
- Large-diameter front and rear stabilizer bars contribute to ride control.
- 16-inch metric radial tires contribute to fuel efficiency by reducing rolling resistance.



BUMPER-TO-BUMPER COVERAGE

The 36-month/36,000-mile bumper-to-bumper coverage of Ford's new vehicle limited warranty covers the complete vehicle (except tires, battery, service adjustments and other items covered under separate provisions) against defects in factory-supplied materials and workmanship. For complete information, see your Ford dealer.



Optional Ford Extended Service Plans can cover major components on new Ford cars and light trucks for longer than the vehicle's basic warranty. Your dealer has full details.

SPECIFY GENUINE FORD COLLISION REPAIR PARTS

Genuine Ford sheet metal and plastic replacement collision parts, such as hood, doors, fenders and bumper components, are the right choice — and for all the right reasons. Genuine Ford parts are equal to original parts in fit, finish, structural integrity and corrosion protection. Ford parts are the same as those used on new vehicles which are certified to meet Federal Motor Vehicle Safety Standards. And all Ford sheetmetal parts are covered by the exclusive Ford Lifelong Sheet Metal Guarantee. Ask your dealer to see a copy of this limited warranty. Don't settle for

imitations. Ask your insurer to authorize genuine Ford collision parts.



Ford Credit's Red Carpet Lease® program makes driving a new Ford even more affordable. With it, qualified lessees can drive a new car or truck every few years, and can generally select a more expensive vehicle (or one with more options) at a lower monthly payment. See your dealer for details on Red Carpet Lease.

IMPORTANT INFORMATION

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; Ford assumes no responsibility for their use.

FEDERAL REGULATIONS

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration, or issued pursuant to the Occupational Safety and Health Organization (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's

responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

OPTIONS AVAILABILITY

Options shown or described in this catalog are available at extra cost and may be offered only in combination with other options or subject to additional ordering requirements or limitations.

PRODUCT CHANGES

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford dealer is your best source for up-to-date information.

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