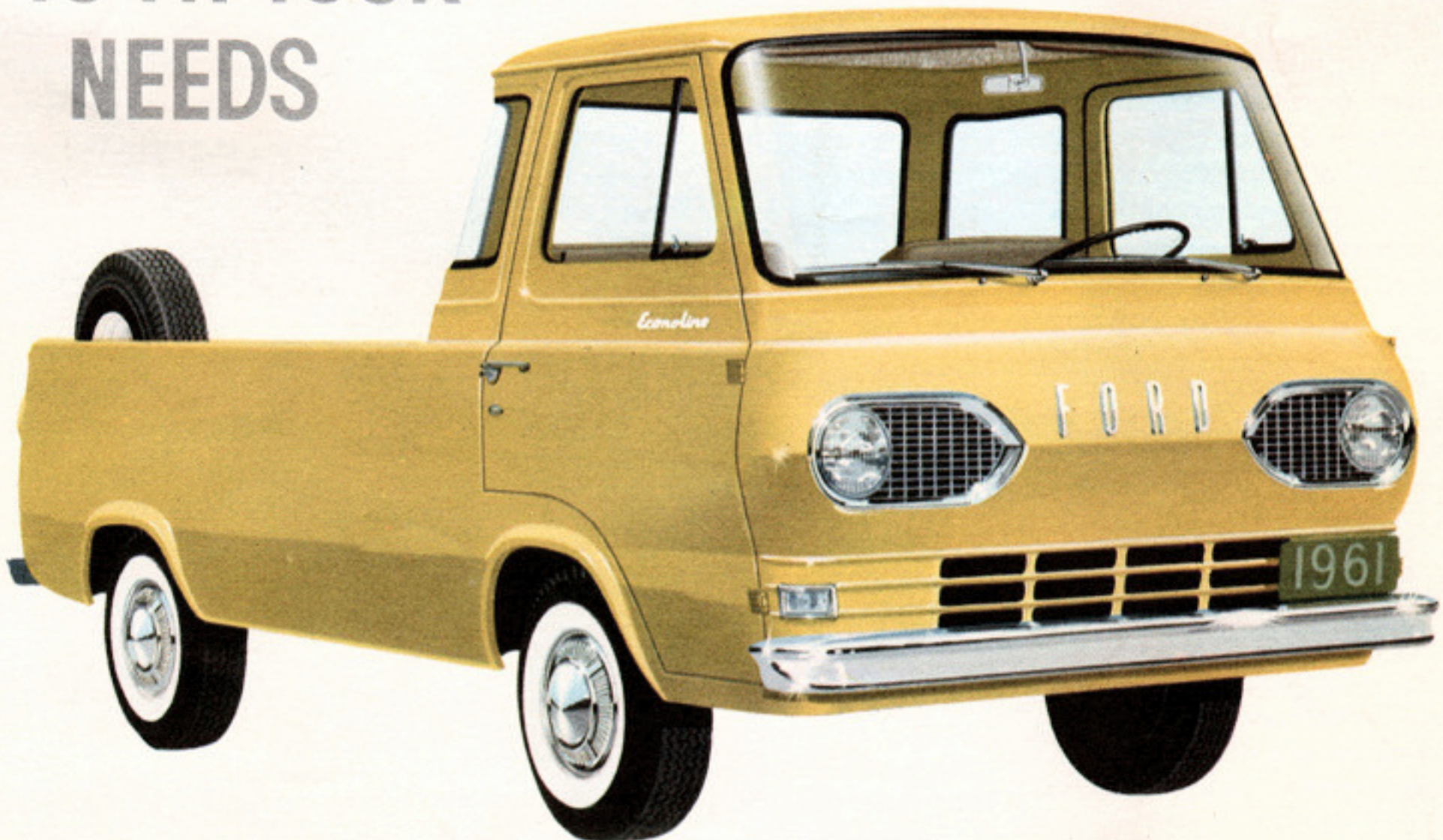


1961 FORD TRUCKS

PICKUPS • FALCON • F-100 • F-250 • F-350 • ECONOLINE • 4-WHEEL DRIVE



27 PICKUP
MODELS
TO FIT YOUR
NEEDS



Economy never came in such a choice!

Totally new! The cab-forward...

power-forward FORD Econoline

All-the-way new... to save in 4 big ways!

1. LOW PRICE!



Manufacturers' suggested retail delivered prices show that Ford's Econoline Pickup is actually priced below many standard half-tonners!

2. BETTER MILEAGE!



Proven gas economy with same gas-saving engine as the Falcon pickup—the 144 Six!

3. LESS DEAD WEIGHT!

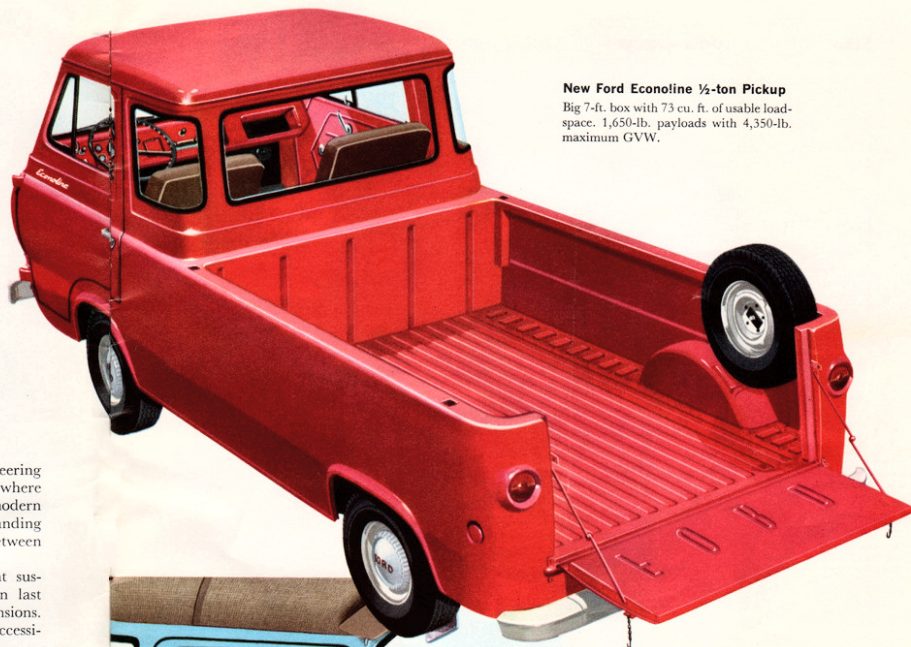


Single-unit body-frame construction plus cab-forward design increases structural strength, reduces dead weight to give payloads over ¼ ton!

4. BIGGER LOADSPACE!



7-ft. box—up to 23% more room, but 3-ft. less truck length to handle!



New Ford Econoline ½-ton Pickup
Big 7-ft. box with 73 cu. ft. of usable load-space. 1,650-lb. payloads with 4,350-lb. maximum GVW.

The new Ford Econoline represents the most significant truck advance in a generation. Its pure, functional design brings you maximum value and economy for your truck dollar.

It's a totally new kind of vehicle, built for the greatest possible economy! A truck with more loadspace for bigger payloads. And although hundreds of pounds lighter, its sturdy construction provides needed strength and stamina. And all main underbody structural members are heavily zinc-coated to resist rust and corrosion.

For all its newness, only proven engineering methods were used. The power is forward where it should be. And what power it is! The modern 144-cubic-inch Economy Six gives outstanding gasoline mileage, and goes 4,000 miles between oil changes.

The Econoline's proven truck-type front suspension system means that front tires can last longer than tires on independent-type suspensions. And simplification of design with better accessibility means lower maintenance costs, too.

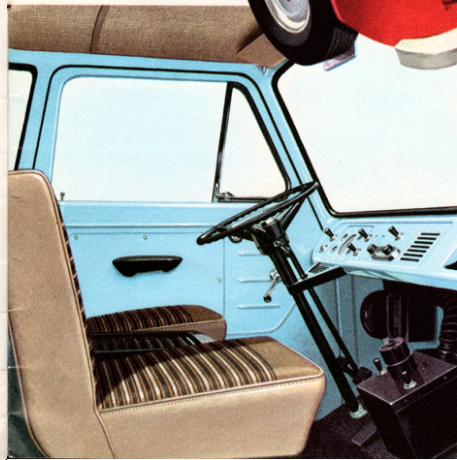


STATION BUS

Ford's new Econoline Station Bus and Van models are also available. See your Ford Dealer for full details.



DELIVERY VAN



Driverized Cab Comfort

Even modern-day Paul Bunyans will find the new Econoline cab to their liking. This high-style cab offers astonishing room and comfort. There's a full 35.9 inches of head room and 42.6 inches of stretch-out leg room.

The individual driver and companion seats have attractive brown basket-weave vinyl upholstery with dark brown morocco-grained bolsters and facings. Custom Package is available for added comfort and convenience. It includes twill-stripe woven plastic seat upholstery and many other custom items, listed in the specifications on Page 15.

The engine compartment cover is heavily insulated to provide freedom from engine heat and noise, for added comfort.

New ECONOLINE Pickup...

economy without compromise!

New Bonus Loadspace

Here's room for the bulkiest items you'd want to carry in any pickup. The huge 7-ft. box provides up to 23% more loadspace than the average "high capacity conventional" $\frac{1}{2}$ -tonner... a full 73 cu. ft. Maximum interior box width is 63.0 in., with 48.2 in. between the wheelhousings and 22.4-in. side height.



New Workability

There's no compromise on payload. Completely new design makes possible a big 1,650-lb. payload in a sturdy truck that weighs considerably less than conventional $\frac{1}{2}$ -tonners. This means you can carry full loads with greater economy.

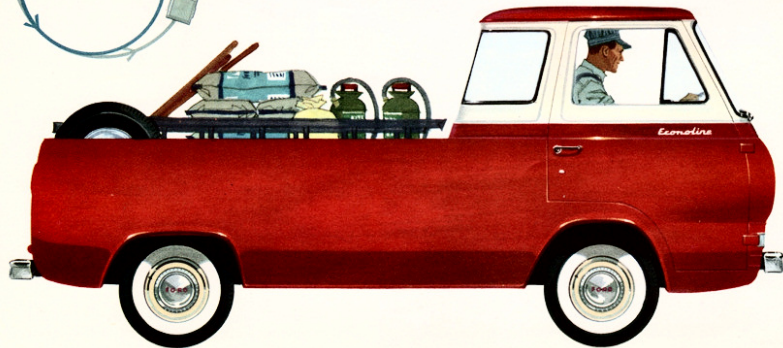
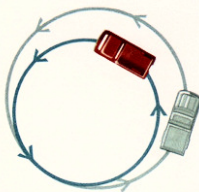
The *grain-tight* tailgate, when lowered flat, is about 25 inches above the ground for easier loading. And the optional low tailgate can be positioned either flat or straight down so you can back flush to a loading dock.



New Visibility and Handling Ease

A picture window on wheels, Ford's cab-forward design permits a clear and unobstructed view of the road. Huge 1,350-sq. in. wrap-around windshield with optional rear quarter glass (shown) gives complete all-round vision.

Cab-forward design and short 90-inch wheelbase mean better handling and greater maneuverability. Turning diameter is 3 feet smaller than conventionals.

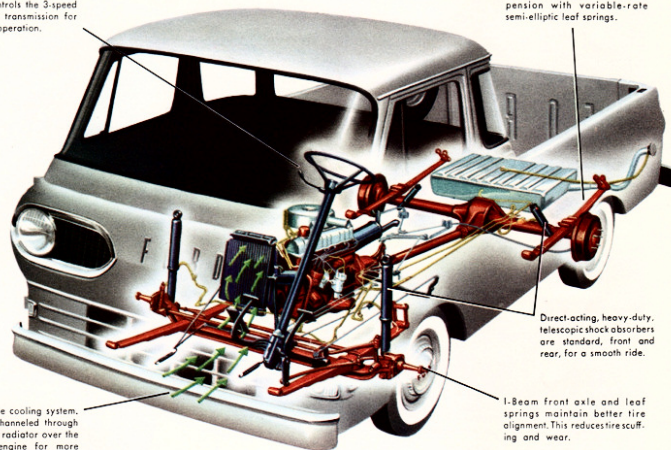


The same simplicity and functional weight-saving design found in the Econoline engines is carried throughout this modern truck's construction. One-piece cab, body and frame

construction, simplified power train, ease of maintenance and proven truck-type leaf spring suspension (front and rear) provide durable, dependable and economical service longer.

Convenient steering column shift lever controls the 3-speed Synchro-Silent transmission for easy manual operation.

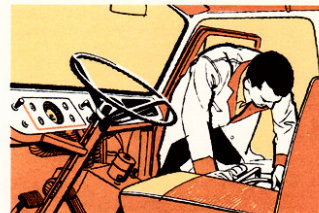
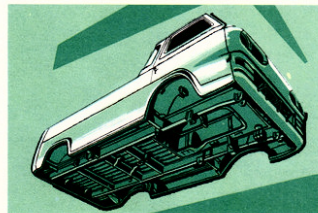
Durable, soft-action rear suspension with variable-rate semi-elliptic leaf springs.



Direct-acting, heavy-duty, telescopic shock absorbers are standard, front and rear, for a smooth ride.

Efficient engine cooling system. Fresh air is channeled through the grille and radiator over the up front engine for more effective cooling and longer engine life.

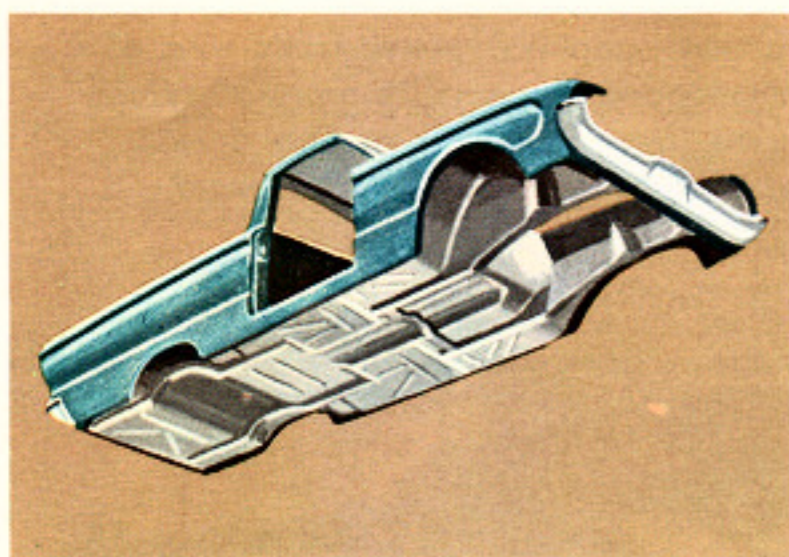
1-Beam front axle and leaf springs maintain better tire alignment. This reduces scuffing and wear.



Galvanized protection against rust and corrosion for longer body life. The new 1961 Ford Econoline Pickup's rocker panels and all main underbody structural members are heavily zinc-coated before painting to resist rust and corrosion for greater durability.

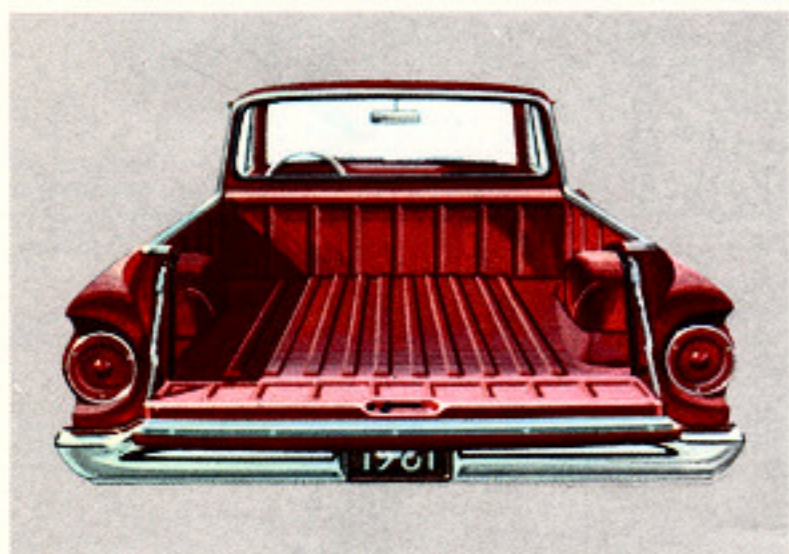
Less maintenance expense with easier engine accessibility. The engine cover can be quickly lifted, exposing the entire engine for rapid service. Many major repairs can be made without ever removing the engine. And spark plugs, distributor, etc., are conveniently located for faster tune-ups.

New Falcon Ranchero Pickup . . . economy never had such style!



PROTECTION FROM RUST

All main underbody structural members are heavily zinc-coated to protect against rust and corrosion for greater durability. One-piece cab, body and frame provides rigid construction for longer life. Aluminized muffler will normally last three times as long as ordinary types.



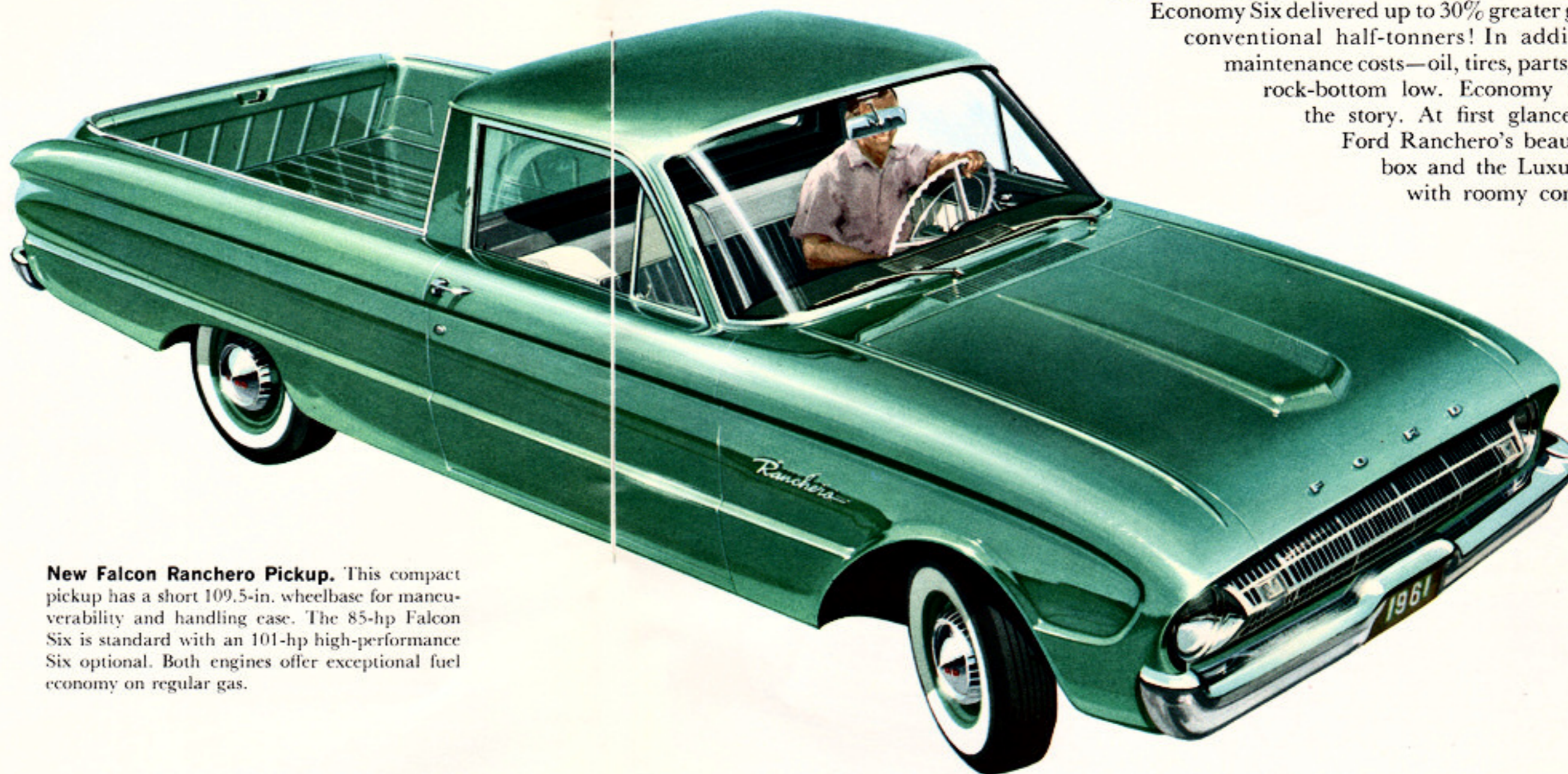
LOADS OF LOADSPACE

The Falcon pickup's big and sturdy 6-ft. box (nearly 8 ft. with the tailgate down) gives over 31½ cu. ft. of loadspace. Room aplenty for most any pickup job. Over 42 inches of flat floor width between the wheelhousings.

Luxury Lounge Interiors

WITH ROOMY COMFORT FOR THREE

The full-sized passenger compartment is both attractive and practical with stretch-out room for three. And luxuriously comfortable foam seat padding is standard. The seat is covered with brown "Western Motif" vinyl with beige vinyl bolsters and seat facings that are as rich looking as they are durable. Attractive, Deluxe black and white (illustrated) or red and white vinyl trims, color-keyed to exterior paint color, are available as part of Deluxe Trim Package.



New Falcon Ranchero Pickup. This compact pickup has a short 109.5-in. wheelbase for maneuverability and handling ease. The 85-hp Falcon Six is standard with an 101-hp high-performance Six optional. Both engines offer exceptional fuel economy on regular gas.

The compact Falcon pickup is a wonderful combination of admiration-capturing styling and thrifty economy. Your savings start with its low, low price tag. And continue with exceptional gas economy. In certified tests by independent automotive experts, the 144 Economy Six delivered up to 30% greater gas mileage than conventional half-tonners! In addition, all-round maintenance costs—oil, tires, parts, insurance—are rock-bottom low. Economy is only part of the story. At first glance you'll see the Ford Ranchero's beauty, its big, 6-ft. box and the Luxury Lounge Cab with roomy comfort for three!



Falcon Pickup Bonus Benefits



RIDING COMFORT

New, improved stabilizer bar provides a much smoother ride for '61. And there's roomy comfort for three in this compact pickup that rides and handles with the ease of a Falcon passenger car.



INSTANT-LOCK TAILGATE

No knuckle skinning or fooling with rattly chains! You can open or close the sturdy tailgate with a simple one-hand motion. And this instant-lock design also holds the *grain-tight* tailgate firmly closed.



EASY TO LOAD

The Falcon Ranchero pickup's low lines make side loading far easier . . . with a short 38.9-inch lift from the ground to the top of its sides. And the tailgate height is only about 27 inches.



BOLTED-ON FRONT FENDERS

The Falcon pickup's front fenders are simply and securely bolted on. This makes replacement far easier and less costly. It's another example of the lower maintenance costs you can expect.

Modern Ford F-Series Conventional Pickups

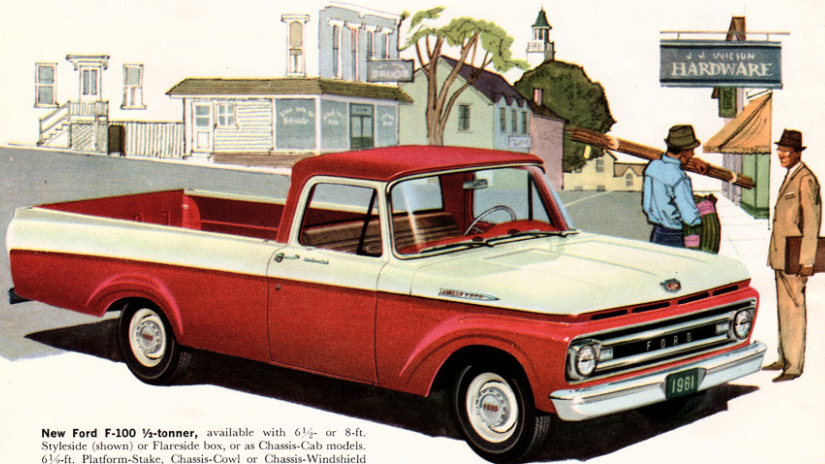
NEW RIDING COMFORT . . . DURABILITY . . . LOADSPACE . . . PLUS CERTIFIED ECONOMY

Ford's new and vastly improved $\frac{1}{2}$ - and $\frac{3}{4}$ -ton Styleside Pickups have both high-styled beauty and rugged construction. One-piece cab and box provides increased rigidity for longer life, and greater cubic capacity. There's more loadspace than you'll find in other conventional pickups.

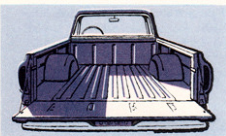
The wheelbases have been increased 4 inches to 114 and 122 inches. This increase combined with improved cab mounts and front shock absorbers gives a ride that's unexcelled in its field—

proved by Impact-O-Graph tests. And this comfortable ride is not gained at the expense of excessive tire wear as on independent-type suspension systems. Noise and vibration levels are reduced considerably below 1960 industry standards.

There's proven economy, too! In certified tests over a 3-year span, Ford's 223 Six delivered outstanding gas mileage compared to all competitive makes. Ford's powerful 292 V-8, the one V-8 engine with "six-like" economy, is optional.

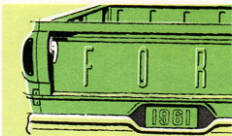


New Ford F-100 $\frac{1}{2}$ -tonner, available with 6 $\frac{1}{2}$ - or 8-ft. Styleside (shown) or Flareside box, or as Chassis-Cab models. 6 $\frac{1}{2}$ -ft. Platform-Stake, Chassis-Cowl or Chassis-Windshield models are available on 114-in. wb. Max. GVW: 5,000 lb.



GREATER LOADSPACE

New Ford Styleside Pickup bodies are about 2 in. longer and $3\frac{1}{2}$ in. wider . . . making them 16% bigger than last year. The 6 $\frac{1}{2}$ -ft. box has 65.1 cu. ft. of loadspace, 8-ft. box has almost 80 cu. ft.



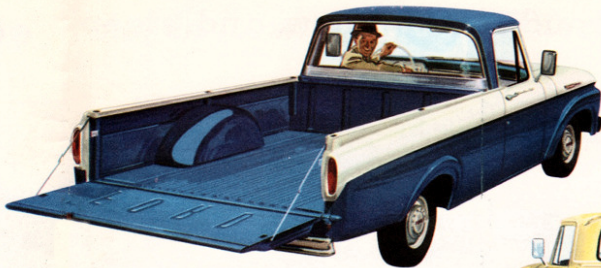
INSTANT-ACTION TAILGATE

The sturdy new tailgate is 13 inches wider for easier loading. It features concealed, rattelproof hinged support arms instead of chains, and Instant-Action latches for more convenient operation.



NEW RIDING COMFORT

Impact-O-Graph tests prove the new Styleside Pickup ride is as smooth or smoother than any in its field. Noise and vibration levels have been greatly reduced, adding to driving comfort, too.



New Ford F-250 $\frac{3}{4}$ -tonner, available with 8-ft. Styleside (shown) or Flareside box; Chassis-Cab, Chassis-Cowl, Chassis-Windshield or 7 $\frac{1}{2}$ -ft. Platform-Stake models. Max. GVW: 7,400 lb.

New Ford F-350 1-tonner with 132-in. wb., available with 9-ft. Styleside or Flareside box, Platform-Stake, Chassis-Cab, Chassis-Cowl or Chassis-Windshield. Max. GVW: 9,800 lb. (7,600 lb. for pickups). Flareside box (shown) has rolled edge flareboards, and running boards between cab and rear fender.



Count the hours you're in a cab . . . and count on Ford for Driverized comfort

New Ford Driverized cabs for '61 are wider, lower and more comfortable. There's better visibility, too, with 28% more glass area. New, oval-shaped defroster vents with fixed louvers direct air to eye level to speed up effective defrosting. Wrap-around rear window that's 10% larger is available for F-100 and F-250 Styleside Pickups.

The Styleside Pickup cab is heavily insulated for a quieter ride. The attractive, perforated headlining is

backed by $\frac{1}{2}$ inch of sound-absorbing insulation. The dash, floor and steering column are all well insulated. And the new cab mountings with softer rubber insulate the cab from road shock.

Standard seat upholstery is a rich-looking and durable vinyl, and the attractive exterior colors are Ford's famous Diamond Lustre Finish that stays new-looking longer and never needs waxing.



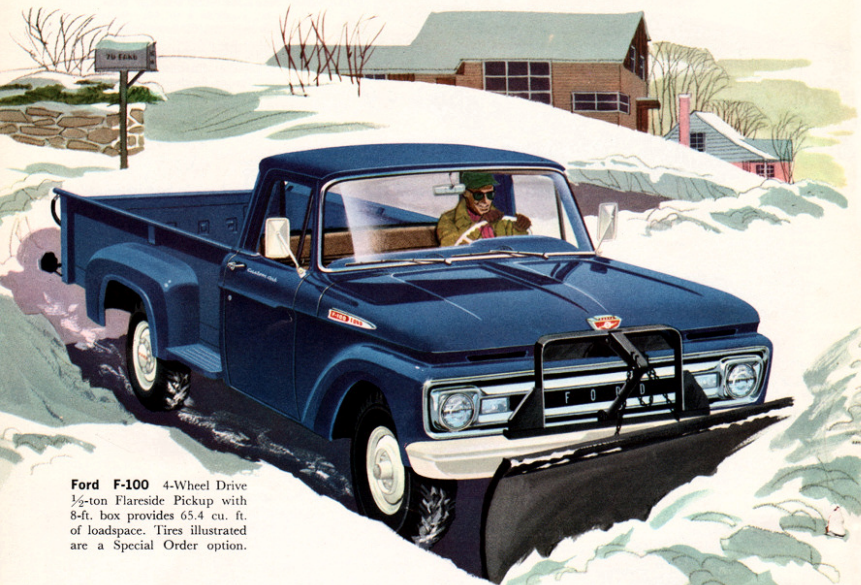
STANDARD CAB FEATURES

- Brown basket weave vinyl seat upholstery with dark brown morocco-grained vinyl bolster and seat facings
- Perforated, insulated headlining (F-100, 250 Styleside Pickups)
- Lifeguard steering wheel
- Safety Double-Grip door latches
- Dome light
- Left sun visor
- Ash receptacle
- Dispatch box
- Dual electric windshield wipers
- Theft-retardant ignition switch
- Rearview mirror
- All-weather ventilation
- Insulation on cowl wall in cab
- Concentric steering column (F-100, 250)

CUSTOM CAB FEATURES (In addition to 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 ring
- Foam rubber seat padding, 5 in. in cushion and $1\frac{1}{2}$ in. in back
- 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 doors
- Coat hook

Be ready for mud, sand, snow and steep slopes ... with Ford 4-Wheel Drive Trucks!



Ford F-100 4-Wheel Drive $\frac{1}{2}$ -ton Flareside Pickup with 8-ft. box provides 65.4 cu. ft. of loadspace. Tires illustrated are a Special Order option.

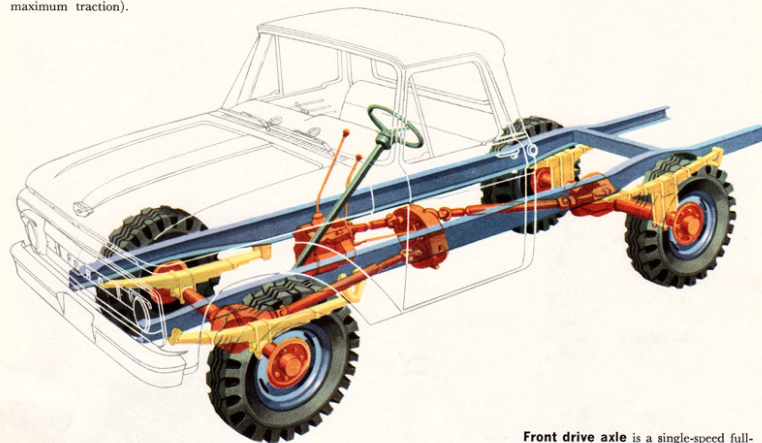
Ford's low-priced 4 x 4 models have the power and traction to go most anywhere—road or no road. They plow through mud, sand, gravel or deep snow and easily climb steep grades. And these versatile 4-wheel drive units can do a multitude of jobs with all kinds of special power take-off driven equipment. They are available as $\frac{1}{2}$ - and $\frac{3}{4}$ -ton pickups, $\frac{3}{4}$ -ton stakes, and chassis-cabs for custom bodies. Ford 4 x 4 units are engineered from the ground up for extra durability with deep-channel frames, two-stage rear springs, banjo axle housings and large diameter axle shafts.

They're easy to drive, too. You can shift smoothly into 4-wheel direct drive from 2-wheel drive and back again, without stopping or clutching. A locking-type differential for the rear axle and free-running hubs for the front axle are available as options.



Ford F-250 4 x 4 for heavier loads and toughest operations. Bigger capacity front and rear springs, rear axle, plus longer brakes make this $\frac{3}{4}$ -tonner the truck for severe service.

Shift lever, conveniently located on driver's right, permits shifting between 2-wheel direct and 4-wheel direct without stopping or clutching. Four positions: 4-wheel direct (high range), 2-wheel direct (highway drive), neutral (to operate PTO), 4-wheel low (provides maximum traction).

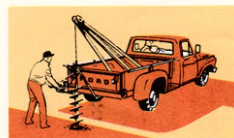


Two-speed transfer case has a low ratio of 1.86 to 1 and direct drive. The low ratio multiplies the main transmission ratios for added torque. There are two power take-off openings (gear drive on side, splined shaft on rear) to power auxiliary equipment.

Front axle universal joints provide an even flow of power to the front wheels in all turning positions. They give long, dependable service and coupled with a worm and roller steering gear provide firm control with less steering effort.

Front drive axle is a single-speed full-floating type with Hotchkiss drive for off-road operation and maximum traction. When front wheel drive is disengaged, the vehicle gives conventional 4 x 2 truck performance and economy on the highways.

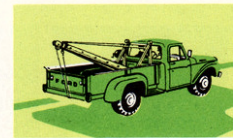
POWER TAKE-OFF EQUIPMENT ADDS TO VERSATILITY



Rear-mounted PTO-driven work-savers, such as post hole diggers, feed mills, saw mills, hay balers, power lift tailgates and many other gear, belt or hydraulically actuated units, can be easily installed.



Front-mounted PTO-driven winches, pumps, scoops, sweepers, etc., combined with 4 x 4 mobile power, make light work of formerly tough jobs. Maximum power is transmitted to do the job easier, faster, and more economically.



Wrecker equipment is a natural for Ford 4-Wheel Drive Pickups or Chassis-Cabs. And snow blades, or specialized attachments needed by linemen, field crews, landscapers, etc., can readily be mounted on these versatile trucks.

Here's the inside story of Ford's new truck economy

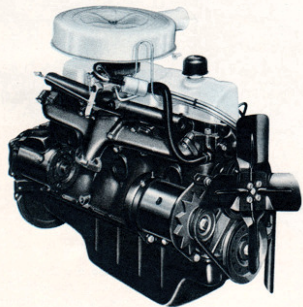
Econoline and Falcon Pickup engines

The 85-hp Falcon Six is a modern Short Stroke engine that gives you exceptional gas mileage. It's designed for outstanding dependability and low-cost maintenance with proven engineering features. And manufactured to the finest quality control standards. All rotating parts are balanced, then the engine is electronically mass-balanced while operating for smooth, quiet "GO."

Sturdy cast-iron block and cylinder head provide excellent durability with useless dead weight

engineered out. The efficient integral head and intake manifold has a hot spot under the carburetor, which together with a water-heated carburetor spacer gives better fuel vaporization, faster cold-weather starts and warm-ups.

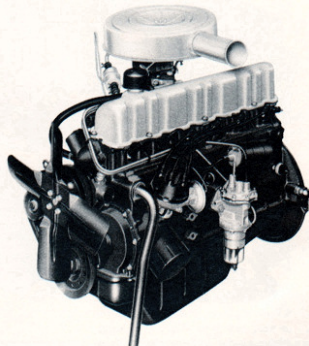
The new, high-performance 101-hp Six incorporates all these features in a larger, more powerful engine. It gives 19% more horsepower with only a 2% weight increase. This means you get the same fine gas economy.



85-hp 144 SIX

Brake Horsepower—85 @ 4200 rpm
Torque—134 lbs.-ft @ 2000 rpm
Bore—3.50 in. **Stroke**—2.50 in.
Displacement—144 cu. in.

STANDARD ECONOLINE AND FALCON PICKUPS



101-hp 170 SIX

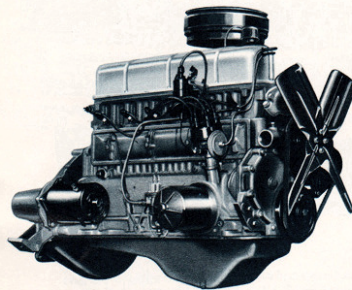
Brake Horsepower—101 @ 4400 rpm
Torque—156 lbs.-ft @ 2400 rpm
Bore—3.50 in. **Stroke**—2.94 in.
Displacement—170 cu. in.

OPTIONAL FALCON PICKUP

F-Series 100, 250, and 350 engines

The Ford F-Series offers two great engines to meet your performance and economy needs. You can choose the standard gas-saving 135-hp Six or the optional 160-hp V-8. Both engines feature Short Stroke design which means shorter piston travel for less friction and longer life. Ford's 223 Six has strong, deep-block construction, free-turn valves and aluminum alloy pistons with integral steel struts for controlled expansion. The net result is greater sustained

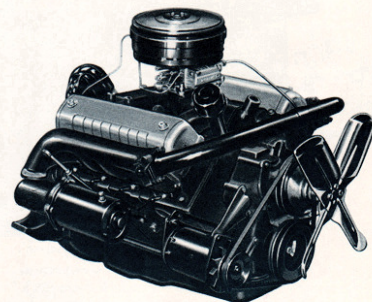
efficiency with improved durability and outstanding economy. The Ford 160-hp 292 V-8 is a powerful V-8 that still gives "six-like" economy . . . and on regular gasoline. This rugged V-8 features two-barrel carburetor, deep-block construction, five-bearing crankshaft, high-lift camshaft, large intake and exhaust manifold passages and "high turbulence" combustion chambers for 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.

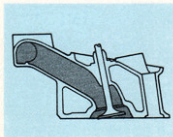
Displacement—223 cu. in.
STANDARD F-100, F-250, F-350



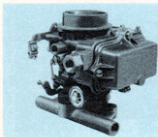
160-hp 292 V-8

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

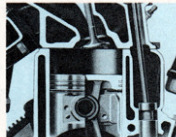
Displacement—292 cu. in.
OPTIONAL F-100, F-250, F-350



Integral head and intake manifold is lighter, has fewer parts and provides better fuel distribution and vaporization for exceptional performance and economy.



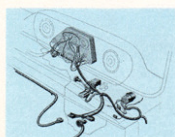
Single-venturi carburetor has a unique throat water heater to give ice-free operation. This eliminates the need for old-style, troublesome butterfly valve in exhaust manifold.



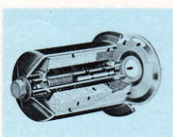
Wedge-type combustion chambers squeeze hot last ounce of power out of every drop of gas. Short Stroke design cuts piston travel, reduces internal friction.



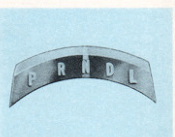
4,000 miles between oil changes cut operating expense. A Full-Flow oil filter, standard on both Falcon Sixes, extends oil changes to a full 4,000 miles.



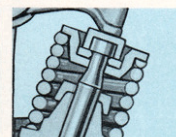
New wiring system has simplified routing with the chassis wiring protected inside frame web. Multiple plug connectors, central fuse panel and thick insulation for reliability.



Oil filter on both the 223 Six and 292 V-8 engines has a highly efficient cotton element for outstanding filtering action. And cleaner oil aids engine durability.



Fordomatic Drive is an efficient, lightweight 3-speed automatic transmission that's available on the F-100. HD Cruise-O-Matic is optional on the F-250 and F-350.



Free-turn valves (both intake and exhaust) are designed to give much longer valve life. Self-cleaning action HD Cruise-O-Matic provides a tighter seal, maintains higher compression.

Ford factory-built Platform-Stakes

New Ford F-350 with 9-ft. stake body. The three-section stake sides and "swing open" center rack provide easier loading and unloading. Maximum GVW: 9,800 lb.

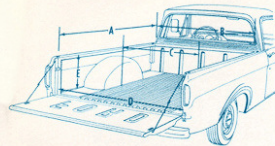
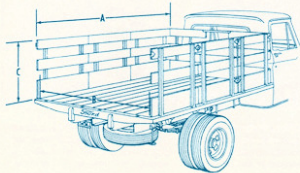


Versatile Ford Stake Trucks let you stack big, bulky loads high and wide. Durable steel skid strips protect floor and make it easier to slide cargo in or out. Heavy-gauge steel stake pockets are set flush with the floor. Removable sections simplify loading from rear or sides.

- Side boards and stakes are made of strong, straight-grained wood, 9-foot bodies have steel stakes for greater rigidity.
- Bolted steel plates hold side boards firmly together at top yet permit quick, easy removal of stake sections.
- Body sills are protected by steel end caps while an all-steel rub rail protects body.

FORD STAKE BODY DIMENSIONS

Model Application	F-100	F-250	F-350
Nominal Length (ft.)	6½	7½	9
Stake Loadspace			
(A) Length—max. inside of floor (in.)	80.0	90.0	105.9
(B) Width—max. inside of floor (in.)	67.0	74.0	82.0
(C) Height—to top of racks (in.)	24.5	28.2	31.2
Platform Loadspace			
Length—to outer edge of platform	84.3	93.4	109.4
Width—to outer edge of platform	71.3	79.3	87.3



1961 FORD PICKUP BODY DIMENSIONS

Model Application	Ranchero	Econoline	STYLESIDE				FLARESIDE			
			F-100	F-100	F-250	F-350	F-100	F-250	F-350	
(A) Length—max. inside of floor (in.)	73.0	84.8	78.2	98.2	106.4	78.0	96.0	108.0		
(B) Width—max. inside (in.)	55.6	63.0	76.6	76.6	76.6	49.0	54.0	54.0		
(C) Width—between wheelhoussings (in.)	42.1	48.2	49.0	49.0	49.0	None	48.4	48.4		
(D) Width—tailgate opening (in.)	45.4	48.2	64.5	64.5	64.5	49.0	54.0	54.0		
(E) Height—floor to top of sides (in.)	131.1-145.5	22.4	19.6	19.6	19.6	20.3	22.1	22.1		
Cubic-foot capacity—allowing for wheelhoussings	31.4	73.0	65.1	79.7	79.7	80.2	45.0	65.4		

1961 Econoline and Rancho Pickup Specifications

	ECONOLINE	RANCHERO		ECONOLINE	RANCHERO
MAXIMUM GVW (lb.)	4,350*	3,250	FUEL TANK:		
AXLE, FRONT:			Location	Under rear	Rear
Capacity (lb.)	2,050	(See suspension front)	Capacity (gal.)	14	14
AXLE, REAR:			GENERATOR:		
Capacity (lb.)	2,300	1,870	Standard	12V, 25 amp., 375 watt	—
Ratios (to 1)—Standard	3.50	3.50	Optional	12V, 30 amp., 450 watt	—
—Optional	4.00	4.00†	SHOCK ABSORBERS:		
BATTERY:			Front and rear	Direct-acting, telescopic	—
12 volt—54 plate—40 amp-hr	—	—	SPRINGS, FRONT:		
Optional	12 volt—66 plate—55 amp-hr	—	Capacity (lb.)	855	1140
BRAKES, SERVICE:			Size (in.)—No. of leaves	48.0 x 2.25—5	—
Size (in.)—front	10 x 2.50	9 x 2.25	Disc, size (in.)—type	—	4-wheel†
—rear	10 x 1.75	9 x 2.25	SUSPENSION, FRONT:		
Total lining area (sq. in.)	144.4	137.2	—	Angle-Posed, Ball-Joint	—
Master cylinder—dia. (in.)	1	1	Total capacity at ground (lb.)	—	1492
BRAKES, PARKING:	Cable actuation of rear brakes	—	SPRINGS, REAR:		
CLUTCH:			Capacity @ pad (lb.)	940	880
Dia. (in.)	8.5	8.5	Size (in.)—No. of leaves	47.625 x 2.25—6	50.0 x 2.0—5
Frictional area (sq. in.)	67.6	68.1	TRANSMISSION:		
COOLING SYSTEM:			Type	Ford 3-Speed	—
Capacity (qt.)	8.9	8.7	—	Synchro-Silent	—
Fan, No. of blades—dia. (in.)	4—15	4—14	Control	Steering column shift lever	—
ENGINE:			Optional	—	Fordomatic†
Optional	144 Six	144 Six	TIRES:		
Optional	—	170 Six	Size	5 tubesless (black)	6.50—13 4PR
FRAME:	Single-unit body construction	—	WHEELS:		
	—	—		5—13 x 4½†	—

*4,350-lb. GVW requires 7.00 x 13 6 PR tires 1W6H 144 Six only

†With 3.50 to 1 axle ratio only

ADDITIONAL STANDARD EQUIPMENT:

Econoline and Rancho Pickups: Rearview Mirror; Dome Light; Oil Filter; Turn Signals; Ash Tray.

Econoline Pickup: Electric Windshield Wipers; Single Electric Horn; Mechanical Jack; Painted Hub Caps; Painted Front Bumper; Left Sun Visor.

Ranchero Pickup: Chrome Front and Rear Bumpers; Arm Rests; Sun Visors; Dual Electric Horns; Dual Vacuum Windshield Wipers; Bright-Metal Hub Caps.

STANDARD COLORS:

Raven Black; Montecarlo Red; Starlight Blue; Mint Green; Corinthian White. Additional Econoline colors: Holly Green; Caribbean Turquoise; Academy Blue; Goldenrod Yellow. Additional Rancho colors: Silver Gray; Chesapeake Blue; Cambridge Blue; Laurel Green; Algiers Bronze; Garden Turquoise; and Aquamarine. Opt. Econoline two-tone by combining any standard color with Corinthian White. Opt. Rancho two-tone combinations are: Cambridge Blue and Starlight Blue; Chesapeake Blue and Starlight Blue; Laurel Green and Mint Green, plus Corinthian White and any solid color.

OTHER AVAILABLE EQUIPMENT:

Econoline and Rancho Pickups: Heater and Defroster (fresh air hot water—incl. body insulation on Econoline); Radio and Antenna; Safety Package ("A" padded instrument panel and sun visors); Cigar-Cigarette Lighter; Windshield Washers; Windshield (pinted); Positive Crankcase Ventilation (C.I.F. only).

Econoline Pickup: Arm Rests; Chrome Horn Ring; Sun Visor (RH); Lock, Driver's Door; Cab Rear Quarter Windows; Outside Rearview Mirror; Passenger Front Seat (flip-swing type); Painted Rear Bumper; Chrome Front and Rear Bumpers; Dual Electric Horns; Hub Caps; Bright-Metal; Turn Signals; Class A; ICC Floor Lamp Flasher; Low Tailgate; 6.50 x 13 4 PR White Sidewall and 7.00 x 13 6 PR Black or White Sidewall tires.

Ranchero Pickup: Electric Windshield Wipers; Seat Belts; White Steering Wheel with Chrome Horn Ring; Wheel Covers; Bright-Metal; Backup Lights; 6.50 x 13 4 PR GVW and 6.50 x 13 6 PR Black or White Sidewall tires.

ECONOLINE PICKUP: Custom Equipment Package

Air Duct, RH; Arm Rests; Cigar-Cigarette Lighter; Door Lock, Driver's Side; Cab Rear Quarter Windows; Chrome Horn Ring; Dual Electric Horns; Hub Caps; Bright-Metal; Foam Seat Padding in Passenger Stationary Seat; Twill Stripe Woven Plastic Seat Upholstery; Sun Visor, RH.

FALCON PICKUP: Deluxe Trim Package

Bright-Metal Moldings (door frames, top edge of box and tailgate, up sides and across roof of cab rear); Bright-Metal Tailgate Trim Rings; White Steering Wheel with Chrome Horn Ring; Dome Light; Electric Horn; Cigarette Lighter; Deluxe Seat; Tire in Black (White or Red and White Vinyl) (keyed to exterior paint color—shown on Page 6).

1961 Ford F-Series Truck Specifications

	F-100	F-100 4 x 4	F-250	F-250 4 x 4	F-350
Maximum GVW Rating: (lb.)	5,000	5,600	7,400	7,400	9,800†
Axle, Front: Capacity (lb.)	2,600	3,000	2,400	3,000	3,800
Ratios (to 1)	—	3.92	—	4.55	—
Optional axle	—	—	—	3.500	—
Axle, Rear: Capacity (lb.)	3,300	3,300	5,000	5,000	7,200
Ratios (to 1) —Six	3.70, 3.89, 4.11	3.89	4.88	4.56	5.14, 5.83
—V-8	3.70, 3.89	3.89	4.56	4.56	4.86, 5.14
Locking-type avail., ratios (to 1)	3.73, 3.92	3.92	4.88, 4.56 w/V-8 only	4.56	—
Brakes, Service: Size (in.) front—rear	11 x 2—11 x 1 3/4	11 x 2—11 x 1 3/4	12 1/2 x 2—12 1/2 x 2	12 1/2 x 2—12 1/2 x 2	12 1/2 x 2—13 x 2 1/2
Total lining area (sq. in.)	169.2	169.2	209.4	209.4	238.0
Brakes, Parking: Type	—	Cable Actuation of Rear Brakes	—	—	8 x 2 External Shoe
Clutch: Dia. (in.)—Six	10	HD 11	10	HD 11	HD 11
Frictional area (sq. in.)	85.5	123.7	85.5	123.7	123.7
—V-8	10.5	HD 11	10.5	HD 11	HD 11
—Optional	96.2	123.7	96.2	123.7	123.7
—Optional	HD 11	—	HD 11	—	—
—Optional	123.7	—	123.7	—	—
Cooling System: Capacity (qt.) Six—V-8	18—21	18—21	18—21	18—21	18—21
Fan—No. of blades—dia. (in.)	4—18	4—18	4—18	4—18	4—18
Extra-cooling radiator optional	X	X	X	X	X
5-blade fan opt. w/DR tires only	—	—	—	—	X
Electrical System: 12-volt battery	54 Plates—40 Amp-Hr.	66 Plates—55 Amp-Hr.	54 Plates—40 Amp-Hr.	66 Plates—55 Amp-Hr.	66 Plates—55 Amp-Hr.
Optional (max.)	—	—	66 Plates—70 Amp-Hr.	—	—
Generator	—	—	30 Amp.	—	—
Optional	—	—	40 Amp. Low-Cut-In	—	—
Optional Alternator	—	—	60 Amp.	—	—
Engines—Standard	—	—	135-hp 223 Six	—	—
—Optional	—	—	160-hp 292 V-8	—	—
Frames: Max. side rail section (in.)—114" wb.	5.92 x 2.25 x 0.15	—	—	—	—
—120" wb.	—	6.96 x 2.75 x 0.19	—	6.96 x 2.75 x 0.19	—
—122" wb.	6.0 x 2.25 x 0.19	—	6.0 x 2.25 x 0.19	—	—
—132" wb.	—	—	—	—	7.0 x 2.75 x 0.212
Shock Absorbers: Double-Acting, telescopic	Front & Rear	Front & Rear	Front & Rear	Front & Rear	Front
Springs, Front: Capacity @ pad (lb. each)	1,100*	1,200	1,100	1,350	1,150
Optional	—	—	1,200	—	1,350
Springs, Rear: Capacity @ pad (lb. each)	1,025†	1,450†	1,450†	1,950†	2,000
Optional	1,350†—1,450	1,950†	1,950†—2,400†	2,400†	3,200
Optional (w/auxiliary)	—	—	3,750—4,200	3,750—4,200	3,800
Transfer Cases: Constant-Mesh	—	2-Speed	—	2-Speed	—
Transmissions: Synchro-Silent type	3-Speed	3-Speed	3-Speed	3-Speed	4-Speed
Optional	3-Speed OD	4-Speed	MD 3-Speed	4-Speed	HD 3-Speed
Optional	MD 3-Speed	—	4-Speed	—	HD Cruise-O-Matic
Optional	4-Speed	—	HD Cruise-O-Matic	—	—
Optional	Fordomatic	—	—	—	—
Wheels and Tires: No. and type of wheels	5—5-hole Disc	5—5-hole Disc	5—8-hole Disc	5—8-hole Disc	5—6-hole Disc
Standard tires: No.—size (rim)	5—6.70-15 4PR (5K)	5—6.70-15 4PR (5K)	4—6.50-16 6PR (6L)	4—6.50-16 6PR (6L)	4—8-17.5 6PR (5.25)
Optional tires—both tubeless and tube-type tires in sizes to match needs	—	—	—	—	—
*Standard spring on 114" wb. is 1,000-lb. capacity with 1,100-lb. spring optional	—	—	—	—	—
†Two-stage spring construction	—	—	—	—	—
‡7600-lb. for pickups	—	—	—	—	—

Standard Colors: Montecarlo Red, Goldenrod Yellow, Raven Black, Mint Green, Holly Green, Caribbean Turquoise, Academy Blue, Starlight Blue, and Corinthian White. A smart two-tone effect is available by combining any standard color with Corinthian White (F-100 and F-250 Styleside Pickups only).

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