

FORD COMMERCIAL TRUCKS 1992

Pickups & Chassis



1992 FORD COMMERCIAL PICKUPS AND CHASSIS



No one knows more about trucks than Ford. We have been engineering and building them for 75 years.

Our reputation for toughness and service has been earned in every major segment of the commercial light truck market.

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

Ford is, in fact, America's most popular truck line.† And the best-built.‡

But don't assume that we're sitting comfortably on our accomplishments. On the contrary, we've been working to make 1992 a year like no other. At Ford Truck, The Best Never Rest.

We began by redesigning the F-Series and the Bronco front end for a more aerodynamic look.

Then we redesigned the interior to make it more "car-like," more driver-friendly. On the instrument panel, for example, everything needed to operate the vehicle is located within easy reach, and the gauges are sized and positioned to be read easily.

After all, just because you use a truck for work doesn't mean it should take a lot of work to use it.

What's more, F-Series and Bronco frames receive a special wax coating for improved corrosion protection. And Ranger has even more corrosion-fighting 2-sided galvanized steel than last year.

Yet even though our trucks change, in a lot of important ways they remain the same.

From the Ranger to the F-Super Duty, we still provide the *Built Ford Tough!* features that people over the years have come to expect in Ford trucks. And we still offer a full range of multi-port electronically fuel injected gas engines — from the 2.3L I-4 in Ranger to the 7.5L V-8 in F-Series. Plus high-torque 7.3L V-8 diesel power in the F-Series to meet specific needs.

Ford Truck. 75 years of service. And moving ahead.

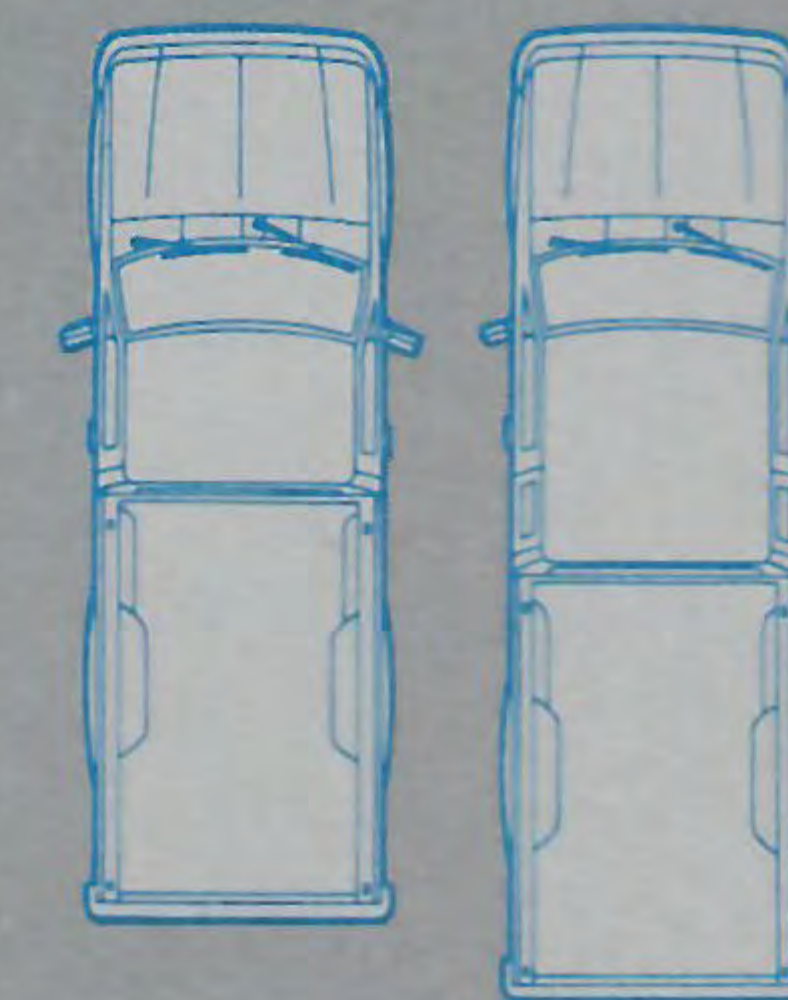
*Based on the 1990 New Vehicle Buyer Survey.

†Based on manufacturers' reported retail deliveries through June, 1991.

‡Based on an average of consumer-reported problems in a series of surveys of all '81-'90 light trucks designed and built in North America.

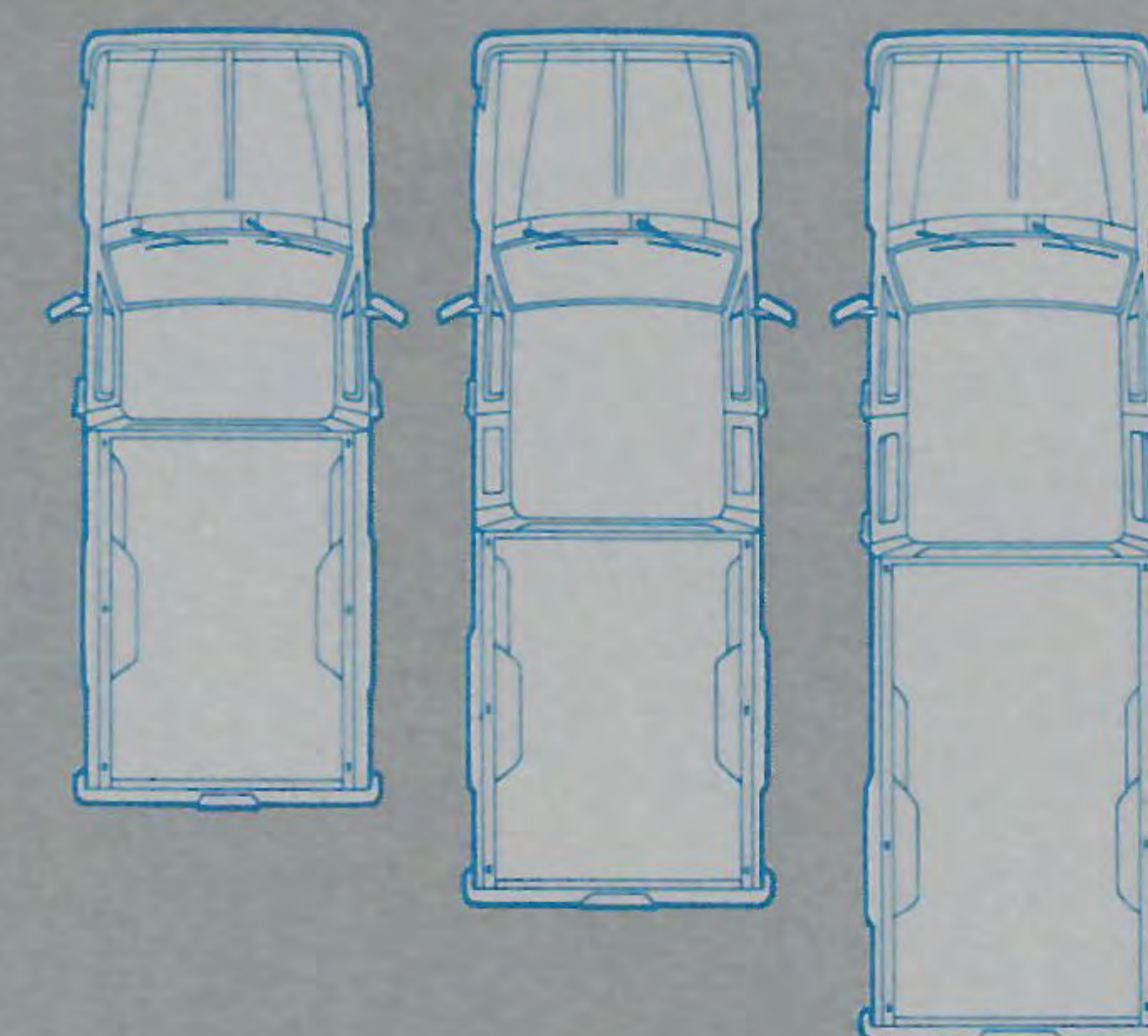
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FORD RANGER PICKUP MODELS

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



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)

THE NEW 1992 F-SERIES PICKUP

It's easy to see why the Ford F-Series has the highest owner-loyalty of any pickup truck in its class.*

The full-size F-Series is simply a great work truck. Ruggedly built. Powerful. Comfortable. Easy to operate.

HUMAN ENGINEERING

Ford's continuing attention to human engineering is especially noticeable in the redesigned interior. Changes include:

- A new instrument panel featuring gauges that are easy to read, controls that are easy to reach and operate.

- 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) added to the optional Light/Convenience Group in the Regular Cab.

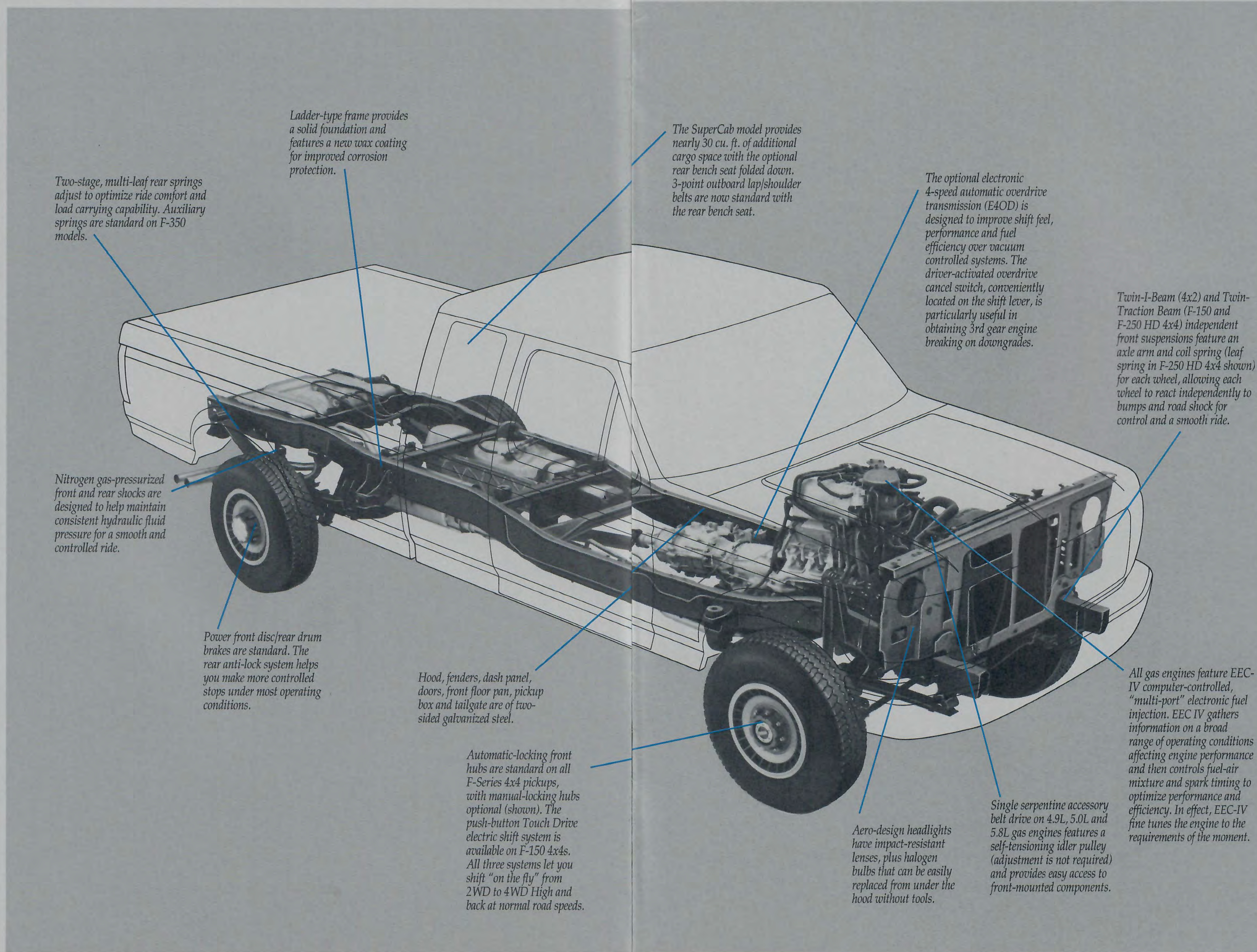
- New bright manual mirrors, standard on single-rear-wheel styleside models, and optional electric remote outside mirrors.

- Power Point auxiliary electrical outlet, mounted 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 electronic automatic overdrive transmission (E4OD) is designed



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

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

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

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

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.

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

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

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

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. All three systems let you shift "on the fly" from 2WD to 4WD High and back at normal road speeds.

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

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

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.

for improved efficiency, performance and shift feel over vacuum-controlled systems.

Other F-Series features worth noting are:

- 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 2-sided galvanized steel.

- A strong ladder-type frame with a special new wax coating for improved corrosion protection.

- Standard nitrogen gas-pressurized shock absorbers.

- Standard power brakes with rear anti-lock system.

- A range of payloads from 1,405 pounds (F-150 Regular Cab) to 5,110 pounds (F-350 Regular Cab DRW).

- Standard impact-resistant halogen headlights.

THREE CAB STYLES, 2- OR 4-WHEEL DRIVE

Choose the Regular Cab, our best-selling cab style. In the SuperCab with optional 6-passenger seating, you can fold the rear seat down for nearly 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.

The F-150 and F-250 are covered in the 1992 F-Series personal use brochure.

*Based on the 1990 New Vehicle Buyer Survey.

FORD F-SERIES PICKUP SPECIFICATIONS

F-SERIES 4x2

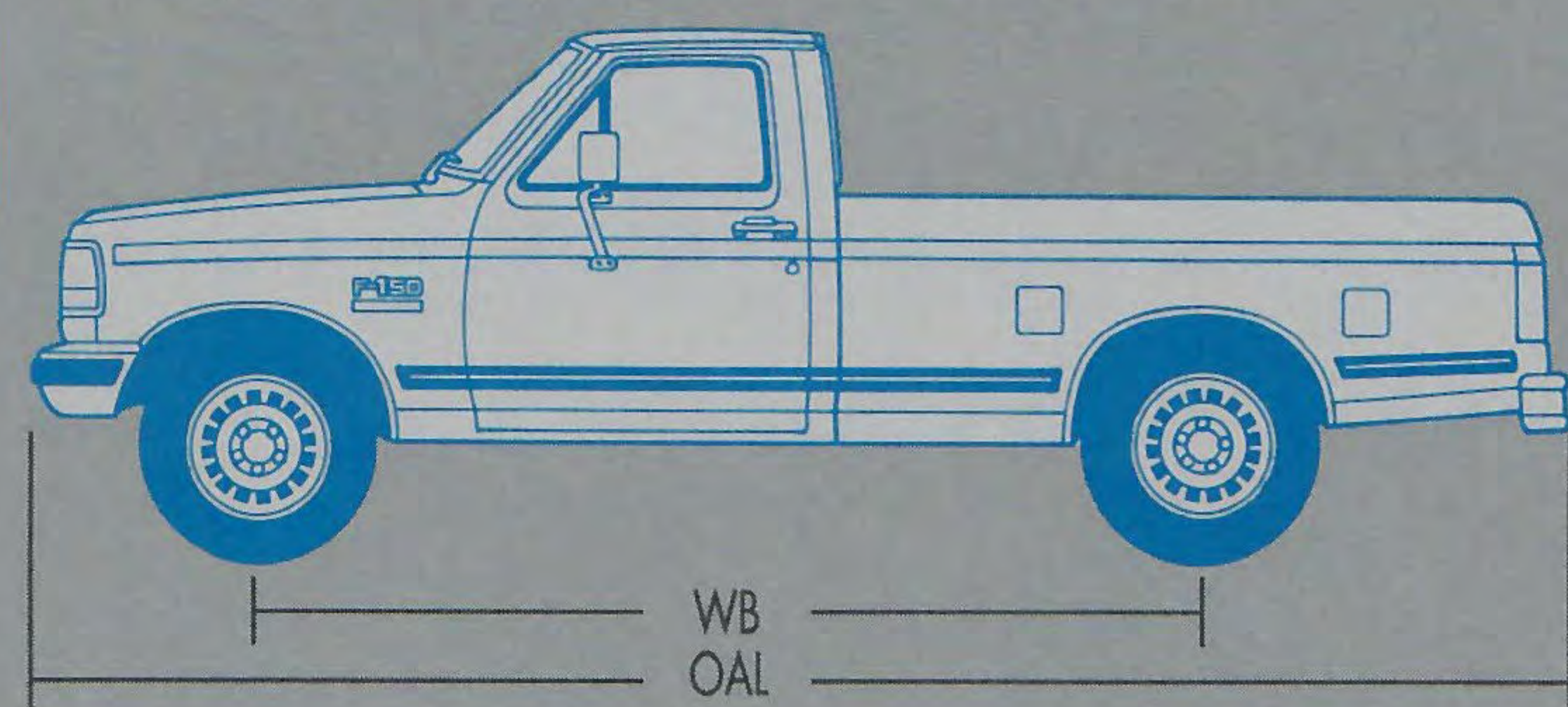
GVWR (max. lbs.)	F-150	6,250: Regular Cab; 6,250: SuperCab
	F-250	6,600: Regular Cab
	F-250 HD	8,600: Regular Cab; 8,800: SuperCab
	F-350	10,000: Regular Cab DRW; 10,000: SuperCab DRW 9,200: Crew Cab SRW; 10,000: Crew Cab DRW
Front axle (max. lbs.)	F-150	3,400: Regular Cab; 3,400: SuperCab
	F-250	3,900: 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		Gas-pressurized (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: F-150/250/250 HD Regular Cab 75 amps: F-250 HD SuperCab and F-350. 70 amps with 7.3L Diesel
Fuel capacity		Std. 34.7 gals.: SWB F-150; 37.2 gals.: LWB F-150/F-250/F-350 Opt. 18.2 gals.: SWB F-150 Regular Cab Opt. 18.2 gals.: F-250/250 HD 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		P215/75R15SL: F-150 Regular Cab P235/75R15XL: 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. Constantrate tapered leaf: F-250 HD/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		Gas-pressurized (HD std. on F-250 HD and F-350; opt. on F-150)
Front hubs		Std. auto locking: F-150/F-250 HD/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: F-150. 75 amps: F-250 HD/350. 70 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-250 HD/F-350 Opt. 18.2: F-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		P235/75R15XL: F-150 LT235/85R16E: F-250 HD/F-350

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



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	117	197.1	6 ³ / ₄	70	30.2/33.5	6.5/7.1	62.8
	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	139	219.1	6 ³ / ₄	70	30.7/33.4	7.1/7.1	62.8
	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	33.0/34.6	8.3/8.3	75.4
F-350 DRW	168	248.7	8	70	32.3/—	7.7/—	75.4	

WB = Wheelbase. BL = Inside Box Length (nominal). BW = Inside Box Width (maximum). OAL = Overall Length (without rear bumper). LH = Load Height (estimated empty). AC = Axle Clearance. * Pickup box cargo volume without allowance for wheelhouses.

4x2 POWERTEAMS

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

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

4x2 PAYLOAD PACKAGE SELECTOR

Regular Cab	Payload Package	Payload* (lbs.)	GVWR (lbs.)	Tires (Min.)
F-150 (6 ³ / ₄ ' pickup box)	#1	1,405/1,540**	5,250	P215/75R15SL
F-150 (8' pickup box)	#1	1,495/1,640**	5,450	P215/75R15SL
F-150 (8' pickup box)	#2	2,285/2,435**	6,250	P235/75R15XL
F-250 (8' pickup box)	#1	2,385/2,530**	6,600	LT215/85R16D
F-250 HD (8' pickup box)	#1	4,155/4,300**	8,600	LT235/85R16E
F-350 DRW (8' pickup box)	#1	5,110	10,000	LT215/85R16D
SuperCab				
F-150 (6 ³ / ₄ ' pickup box)	#1	1,830	6,050	P235/75R15XL
F-150 (8' pickup box)	#1	1,915	6,250	P235/75R15XL
F-250 HD (8' pickup box)	#1	4,025	8,800	LT235/85R16E
F-350 DRW (8' pickup box)	#1	4,615	10,000	LT215/85R16D
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. **With single fuel tank option.

HEAVY-DUTY SUSPENSION EQUIPMENT

	F-150	F-250	F-250 HD	F-350
HD Front Suspension Package*	<input type="checkbox"/> 3,800-lb. 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"/> 4,600-lb. springs/GAWR (std. with 7.3L Diesel) <input type="checkbox"/> X35 4.10 rear axle ratio	<input type="checkbox"/> 4,600-lb. GAWR <input type="checkbox"/> 5,000-lb. springs
HD Rear Suspension Package	<input type="checkbox"/> 400-lb. capacity auxiliary springs** <input type="checkbox"/> HD front/rear shocks	<input type="checkbox"/> 710-lb. capacity auxiliary springs** <input type="checkbox"/> HD front/rear shocks	<input type="checkbox"/> 710-lb. 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.

4x4 POWERTEAMS

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

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

4x4 PAYLOAD PACKAGE SELECTOR

Regular Cab	Payload Package	Payload* (lbs.)	GVWR (lbs.)	Tires (Min.)
F-150 (6 ³ / ₄ ' pickup box)	#1	2,100	6,100	P235/75R15XL
F-150 (8' pickup box)	#1	2,010/2,155**	6,250	P235/75R15XL
F-250 HD (8' pickup box)	#1	3,775/3,920**	8,600	LT235/85R16E
F-350 (8' pickup box)	#1	3,995/4,140**	9,000	LT235/85R16E
SuperCab				
F-150 (6 ³ / ₄ ' pickup box)	#1	1,820	6,100	P235/75R15XL
F-150 (8' pickup box)	#1	1,670	6,250	P235/75R15XL
F-250 HD (8' pickup box)	#1	3,575	8,800	LT235/85R16E
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. **With single fuel tank option.

1992 FORD RANGER PICKUP



The long Ford tradition of building rugged, work-tough trucks — it's a big reason why Ranger is America's best-selling compact pickup.

A Ranger Regular Cab 4x2 with optional payload package #2 will handle cargo weighing up to 1,600 pounds. The 4x4 will carry up to 1,400 pounds.

You have a wide range of engines, from the 2.3L I-4 to the 2.9L V-6 (4x4), 3.0L V-6 (4x2) and the powerful 4.0L V-6.

All engines have "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.

In Ranger you'll find a lot of other great features:

- Strong double-wall construction for the hood,

- doors, all-welded pickup box side panels, and tailgate.
- Rugged ladder-type design of the frame.

- More 2-sided galvanized steel than last year for greater corrosion protection.

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

- Four stake pockets with rope ties to help hold the load securely in place.

- Easily removable tailgate without the use of tools.

- Choice of the exclusive Touch Drive (4x4) system or manual locking front hubs.
- Computer-controlled rear anti-lock brake system.

- Choice of Regular Cab or roomier SuperCab model.

- New "Comfort Cab" package (for the Custom SuperCab) with 60/40 cloth split bench seat and more.



DIMENSIONS

Wheelbase	Cab Length	Box Length at Cargo Floor	Box Width at Cargo Floor
107.9"	100.2"	72.2"	51.2"
113.9"	100.2"	84.2"	51.2"
125" SuperCab	116.9"	72.2"	51.2"
Load Height at Cargo Floor 4x2/4x4 (Empty)	Front Tread 4x2/4x4	Rear Tread 4x2/4x4	Axle Clearance 4x2/4x4
28.0"/33.0"	55.3"/58.3"	54.1"/55.4"	6.6"/6.8"
27.9"/33.1"	55.3"/58.3"	54.1"/55.4"	6.6"/6.8"
27.3"/31.3"	55.3"/58.3"	54.1"/55.4"	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.)	4,580 lbs. — Regular Cab; 4,440 lbs. — SuperCab
Frame	Ladder-type
Axles: front	2,580 lbs.
Axles: rear	Std. 2,750 lbs.; Opt. 2,750 lbs. Limited Slip
Computer-selected front coil springs (combined rating @ ground)	1,910 lbs. — Regular Cab; 2,140 lbs. — SuperCab
Computer-selected rear leaf springs (combined rating @ ground)	2,550 lbs. — Regular Cab; 2,550 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 (2.3L I-4, 3.0L V-6, 4.0L V-6); 60 amps (2.9L V-6)
Fuel capacity	16.3 gals. — Regular Cab 20.0 gals. — SuperCab (opt. in 114" wb Regular Cab)
Steering: Regular Cab*	Manual — std. in "S" and Custom Power — incl. in Sport, XLT and STX; opt. in "S" and Custom
Steering: SuperCab	Power
Curb-to-curb turning diameter	36.7 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.	4.10	4.10	—
3.0L EFI V-6	5-Speed Man.	3.45/3.73LS	3.45/3.73LS	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
2.9L EFI V-6	5-Speed Man.	3.55/3.73LS	3.55/3.73LS	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	3.55/3.73LS
	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
3.0L EFI V-6	5-Speed Man.	3.45/3.73LS	3.45/3.73LS	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
SuperCab 4x4				
2.9L 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	3.55/3.73LS
	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 "S" with 108" wheelbase, P195 tires and without air conditioning; 3.45 axle with standard payload package; 3.73 axle included and available only with optional payload package #2 (not available in "S").

RANGER 4x4 SPECIFICATIONS

GVW Rating (max.)	4,680 lbs. — Regular Cab; 4,980 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)	2,160 lbs. — Regular Cab; 2,340 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 (2.3L I-4, 3.0L V-6, 4.0L V-6); 60 amps (2.9L V-6)
Fuel capacity	16.3 gals. — Regular Cab 20.0 gals. — SuperCab (opt. in 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.	1,200 lbs.	4,100 lbs.	P195/70Rx14SL
4x2 SWB	#2 Opt.	1,600 lbs.	4,580 lbs.	P215/70Rx14SL
4x2 LWB	#1 Std.	1,200 lbs.	4,180 lbs.	P195/70Rx14SL
4x2 LWB	#2 Opt.	1,600 lbs.	4,580 lbs.	P215/70Rx14SL
4x4 SWB	#1 Std.	1,200 lbs.	4,400 lbs.	P215/75Rx15SL
4x4 SWB	#2 Opt.	1,400 lbs.	4,680 lbs.	P215/75Rx15SL
4x4 LWB	#2 Opt.	1,400 lbs.	4,720 lbs.	P215/75Rx15SL
SuperCab				
4x2	#1 Std.	1,260 lbs.	4,440 lbs.	P195/70Rx14SL
4x4	#1 Std.	1,300 lbs.	4,840 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:	100 @ 4,600 rpm
Torque, lbs./ft.:	133 @ 2,600 rpm

3.0L ENGINE (4x2 only)

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.:	170 @ 3,600 rpm*

*1991 data. See your dealer for 1992 information.

2.9L ENGINE (4x4 only)

Type/cylinders:	Gasoline/V-6
Liters/cubic inches:	2.9/179
Fuel injection:	Electronic multi-port
Bore and stroke:	3.66x2.83
Compression ratio:	9.0:1
Horsepower:	140 @ 4,600 rpm
Torque, lbs./ft.:	170 @ 2,600 rpm

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 @ 4,200 rpm
Torque, lbs./ft.:	225 @ 2,400 rpm

1992 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 the new 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 6,590 pounds in the DRW F-350 4x2 and 5,890 pounds in the DRW F-350 4x4, both with 137" wheelbase and single fuel tank option.

- 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 diesel.

- Three transmissions: HD 5-speed manual; 3-speed automatic; and electronic 4-speed automatic overdrive with overdrive cancel switch on the shift lever.

- 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

The F-Super Duty Chassis 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 the new 185" (see your dealer for date of availability).

F-Super Duty Chassis features include:

- Maximum GVW rating of 15,000 pounds (see your dealer for availability date).

- Maximum payload of 9,145 pounds with 137" wheelbase and single fuel tank option.

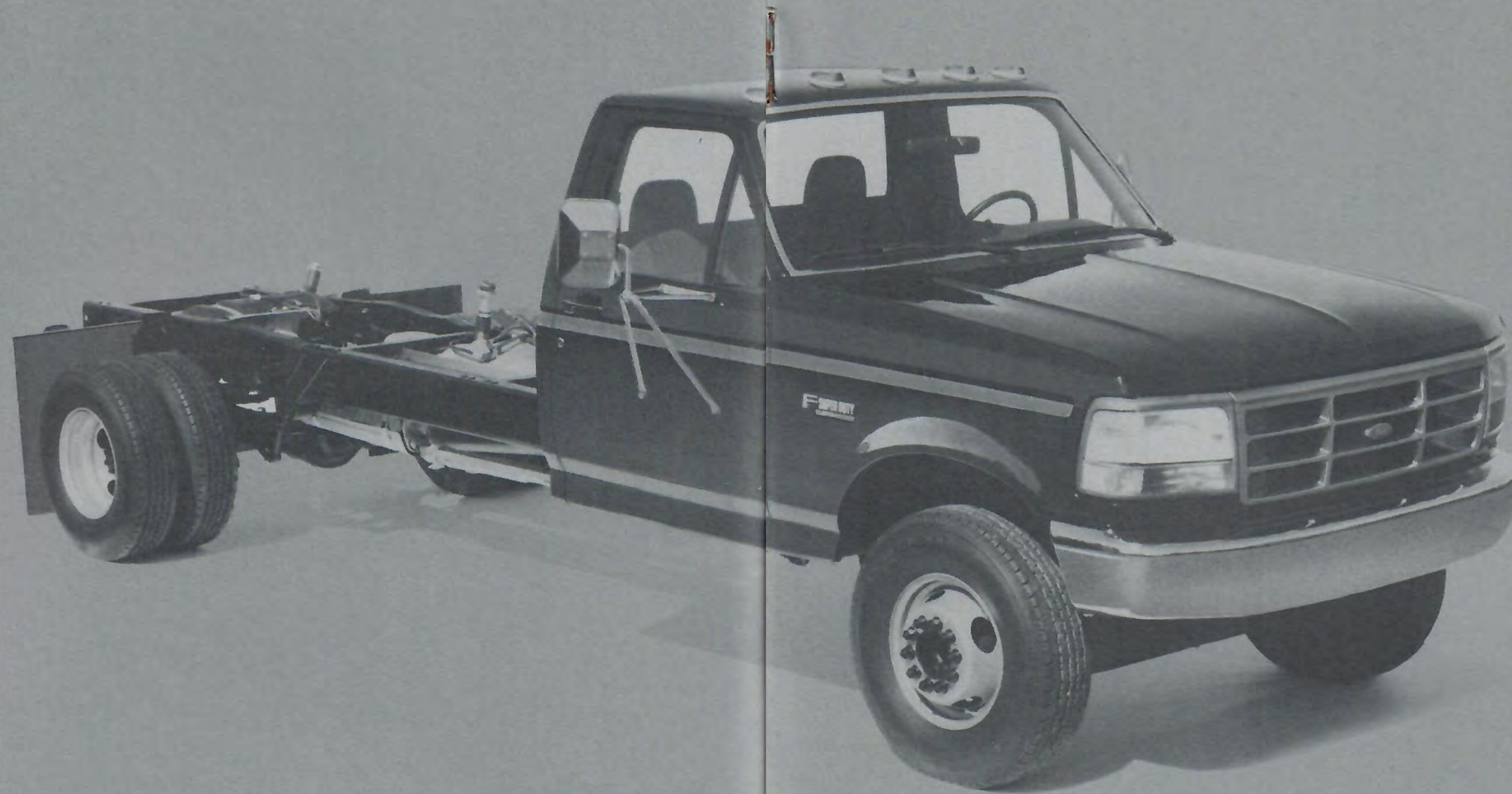
- Standard 7.5L V-8; optional 7.3L Diesel.

- 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.
- Light/Convenience Group
- Electronic AM/FM stereo radio with cassette tape player and digital clock.
- Sliding rear window.
- Tachometer.
- Speed control/tilt wheel.
- Super engine cooling.
- Engine block heater.
- Single fuel tank.
- 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.
- Auxiliary transmission oil cooler (with automatic transmission).

- Handling package: front and rear stabilizer bars; HD front springs.

- Air conditioning.
- 7.3L Diesel.

F-SUPER DUTY AMBULANCE PREP PACKAGE

- 15,000-lb. GVWR.
- 5,000-lb. front GAWR.
- 5.13 axle ratio.

- Super engine cooling.
- Auxiliary transmission coil cooler (with automatic transmission).

- 165-amp alternator.
- Air conditioning.
- 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" 232.8"	60.0" 84.0"	38.5" 38.5"	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" 232.8"	60.0" 84.0"	38.5" 38.5"	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" 232.8" 256.8"	60.0" 84.0" 108.0"	38.5" 38.5" 38.5"	31.6"/29.7" 31.6"/29.7" 31.6"/29.7"	7.78" 7.78" 7.78"	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. * See your dealer for date of availability.

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

	F-350 4x2 SRW	F-350 4x2 DRW	
Wheelbase (in.):	133	137	161
GVWR (lbs.):	8,800	10,000	10,000
		Opt. 11,000	Opt. 11,000
Payload (lbs.):	4,685/4,830*	5,550/5,675*	5,315/5,495*
		Opt. 6,410/6,590*	Opt. 6,215/6,395*
Front axle (lbs.):	4,200	4,200	4,200
Rear axle (lbs.):	6,250	8,250	8,250
Front springs: (combined rating @ ground)	2,915	3,365	3,365
Rear springs: (combined rating @ ground)	7,813	8,358	8,358
Fuel tank (gals.):	37.2 dual Opt. 18.2 single	38 dual Opt. 19 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 I6; 75 amps with gas V-8s. 70 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. * With single fuel tank option.

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	S	-	-
7.5L EFI V-8	O	O	O	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

The F-150 shown on page 12 with pickup box removed and flat bed body added is available only as a pickup truck. Ford provides guidelines for removal of pickup box and installation of certain other aftermarket truck body equipment. See the 1992 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	161
GVWR (lbs.):	8,800	11,000	11,000
Payload (lbs.):	3,945/4,095*	5,710/5,890*	5,630/5,810*
Front axle (lbs.):	5,000	5,000	5,000
Rear axle (lbs.):	6,250	8,250	8,250
Front springs: (combined rating @ ground)	3,400	4,100	4,100
Rear springs: (combined rating @ ground)	7,596	8,427	8,427
Fuel tank (gals.):	37.2 dual Opt. 18.2 single	38 dual Opt. 19 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. 70 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. * With single fuel tank option.

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.):	8,965/9,145**	8,830/9,010**	8,925/9,105**
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. 70 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. * See your dealer for date of availability. ** With single fuel tank option.

THE NEW 1992 FORD BRONCO

Year after year, for thirteen straight, the Ford Bronco has been the best-selling full-size utility vehicle. This is success earned on solid performance and value.

WHAT'S NEW IN '92

Improvements for 1992 include:

- A reshaped front end, for a modern look.
- A new interior, including the instrument panel, with enhanced ergonomics. Gauges that are easy to read and controls that are easy to reach and operate.
- E4OD Overdrive Cancel Switch is now located on the shift lever.
- New 3-point rear seat outboard safety restraints.
- Optional captain's chairs with new console and convenient cup holders.
- New Power Point auxiliary electrical outlet for plugging in things like electric shavers or coffee pots during break time.
- Special wax coating on the frame for greater corrosion protection.

BIG BRONCO FEATURES

Bronco continues to offer its proven features such as:

- Twin-Traction Beam independent front suspension system.
- 78.8 cu. ft. cargo area with rear seat folded down.
- Bolted and riveted frame, not spot-welded.
- Double-wall-constructed front roof, hood and doors.
- 2-sided galvanized steel hood, doors and dash panel.
- Rear anti-lock brakes.



- Standard impact-resistant halogen headlights.
- Optional Heavy Duty Service Package including: rear stabilizer bar (front is standard), quad front and HD rear shocks, HD 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 Ford Bronco personal use brochure available at your Ford Dealer.



FORD F-SERIES AND BRONCO POWERTEAMS

A wide selection of power is but one of many reasons to consider a full-size Ford for your business.

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

COMPUTER-CONTROLLED MULTI-PORT FUEL INJECTION

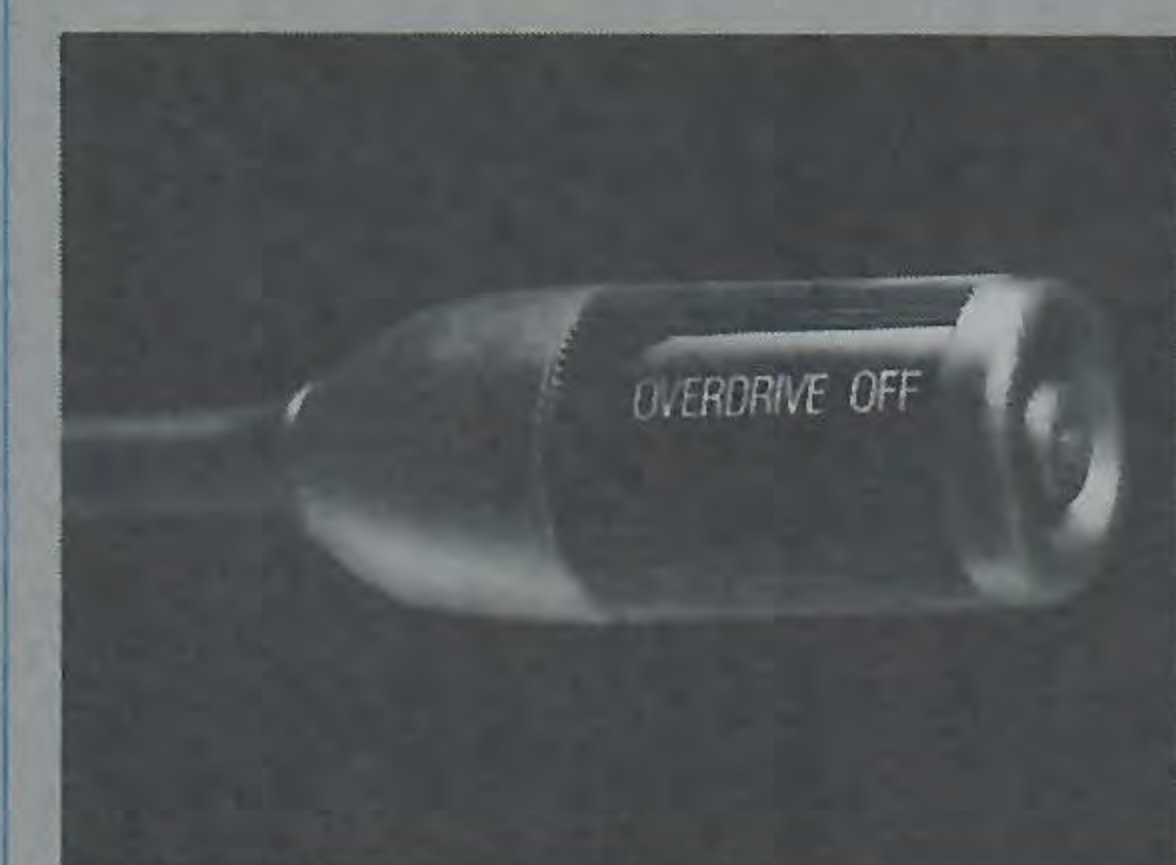
All F-Series and Bronco gas engines feature "multi-port" electronic fuel injection.

Governed by the EEC-IV computer, the multi-port EFI system provides precise fuel metering, excellent throttle response, and easy starting in hot or cold 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 7.3L delivers excellent diesel performance over a wide range of operating conditions. It's especially suited to applications that involve high mileage or lengthy idle times.



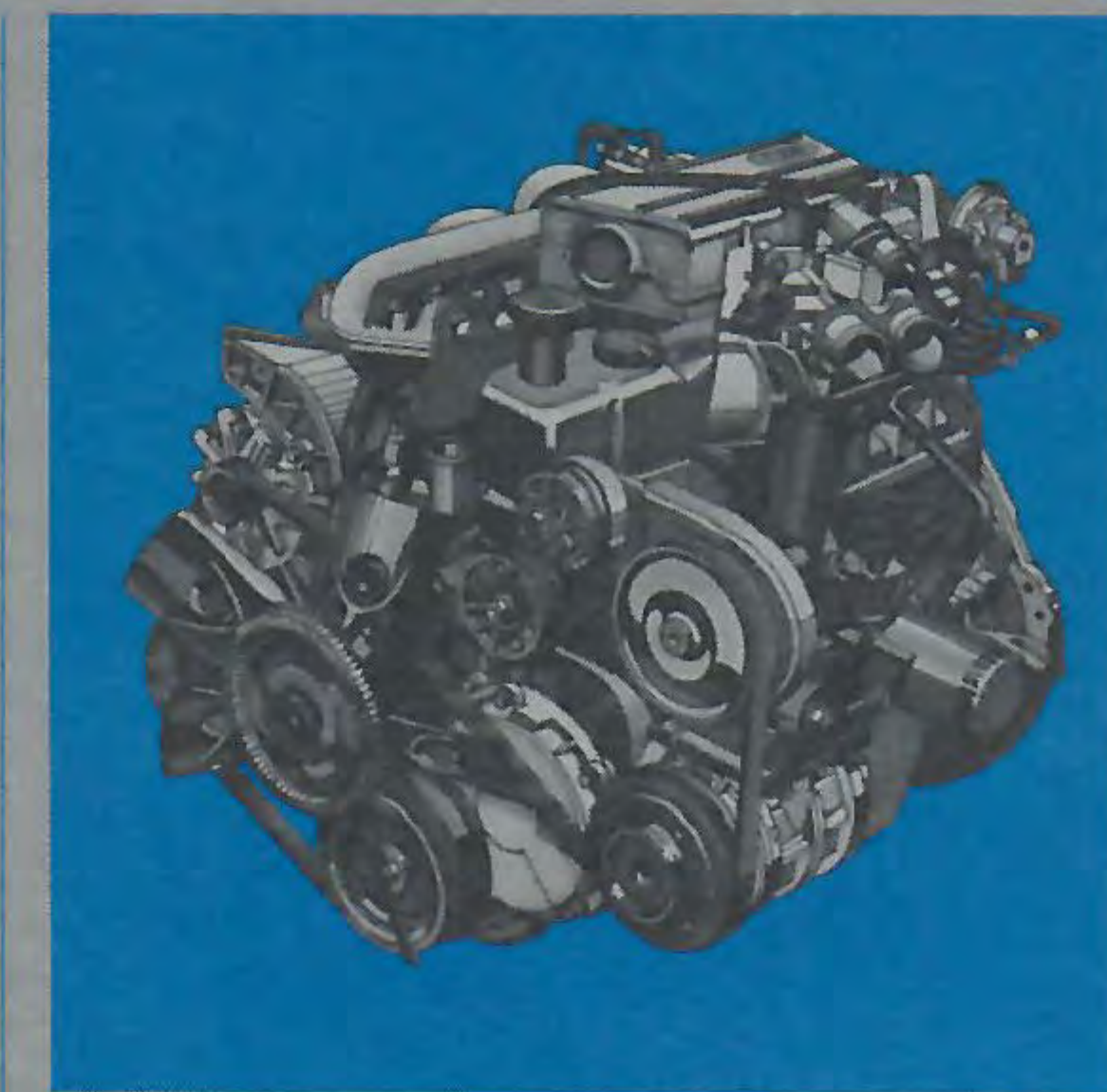
The driver-activated Overdrive Cancel Switch (with optional E4OD) is designed to obtain 3rd gear engine braking on downgrades.

ELECTRONIC 4-SPEED AUTOMATIC OVERDRIVE

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

E4OD integrates the shift and clutch torque converter controls into a computerized control module. This sophisticated electronic system is designed to improve shift timing, fuel efficiency and performance over traditional vacuum-controlled systems.

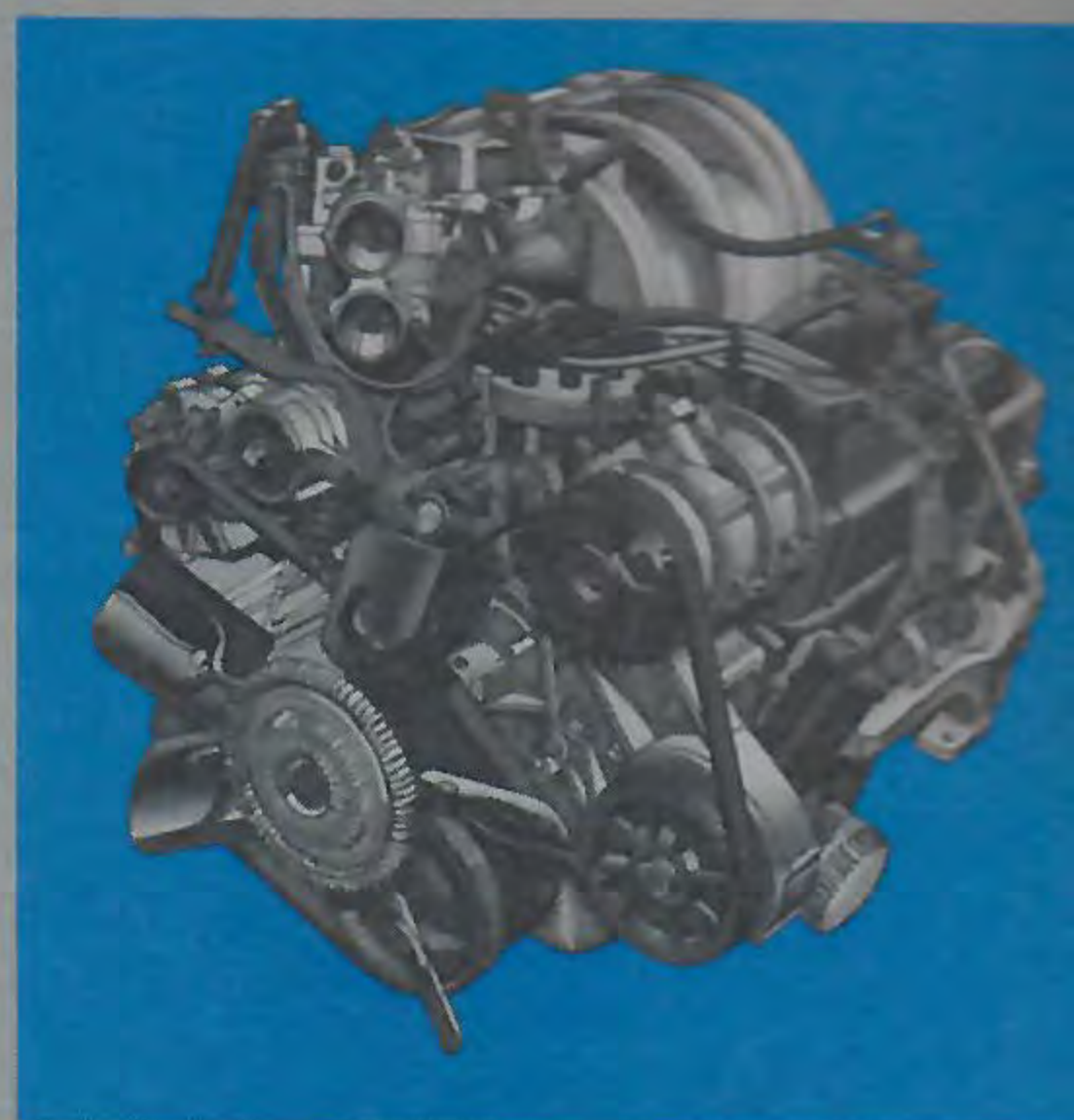
E4OD's Overdrive Cancel Switch prevents upshifting to 4th gear — which is useful on hilly terrain when 3rd gear engine braking is needed on downgrades.



Multi-port EFI 4.9L I-6, standard in most F-Series models and in Bronco.

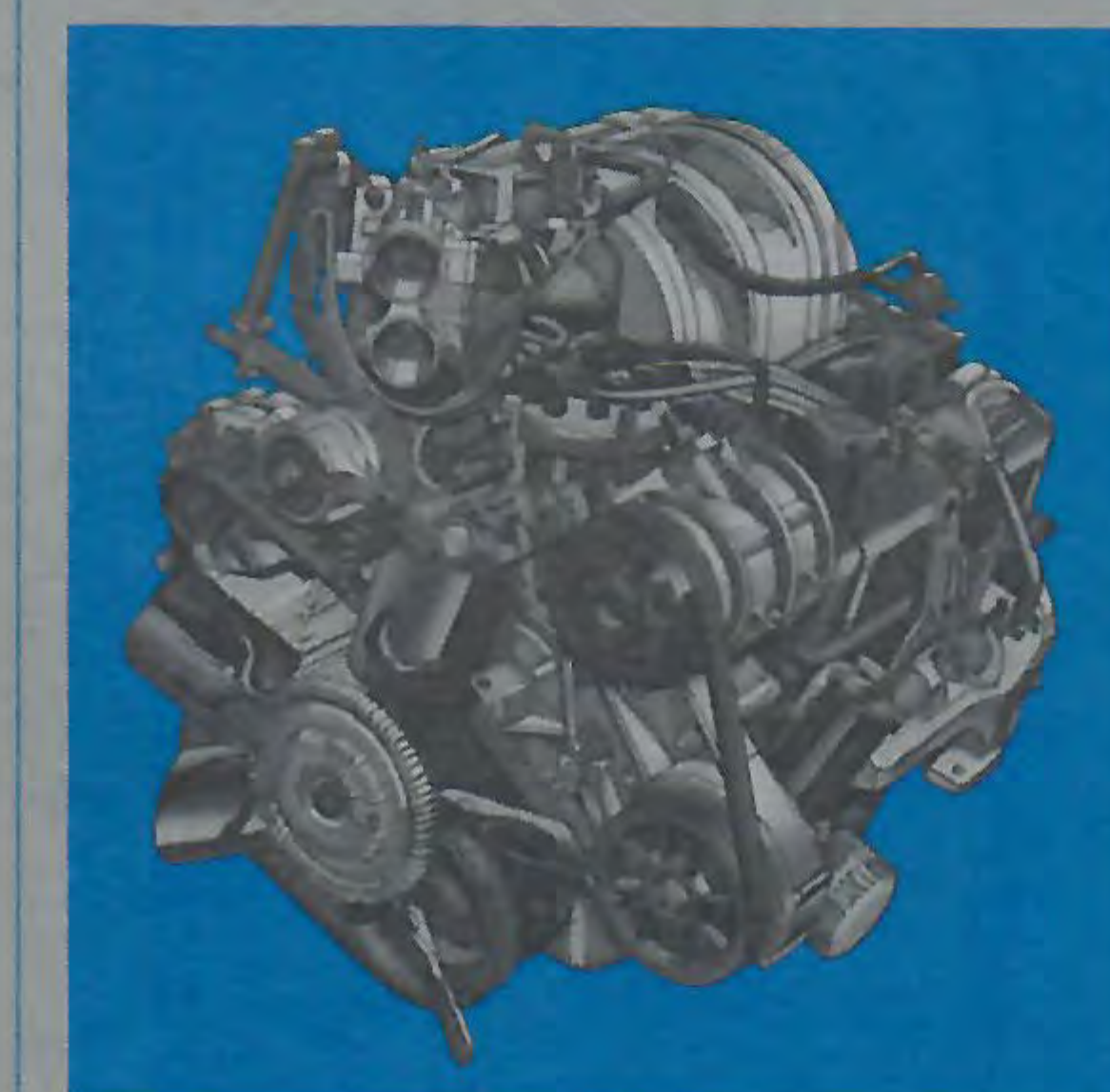
Type/cylinders:	Gasoline/I-6
Displacement (liters):	4.9
Fuel injection:	Electronic multi-port
Bore and stroke:	4.00x3.98
Compression ratio:	8.8
Horsepower:	145 @ 3,400 rpm*
Torque, lbs./ft.:	265 @ 2,000 rpm*

*For 2.73 and 3.08 axle ratios only. Ratings are 150 horsepower @ 3,400 rpm and 260 lbs./ft. of torque @ 2,000 rpm for all other applications.



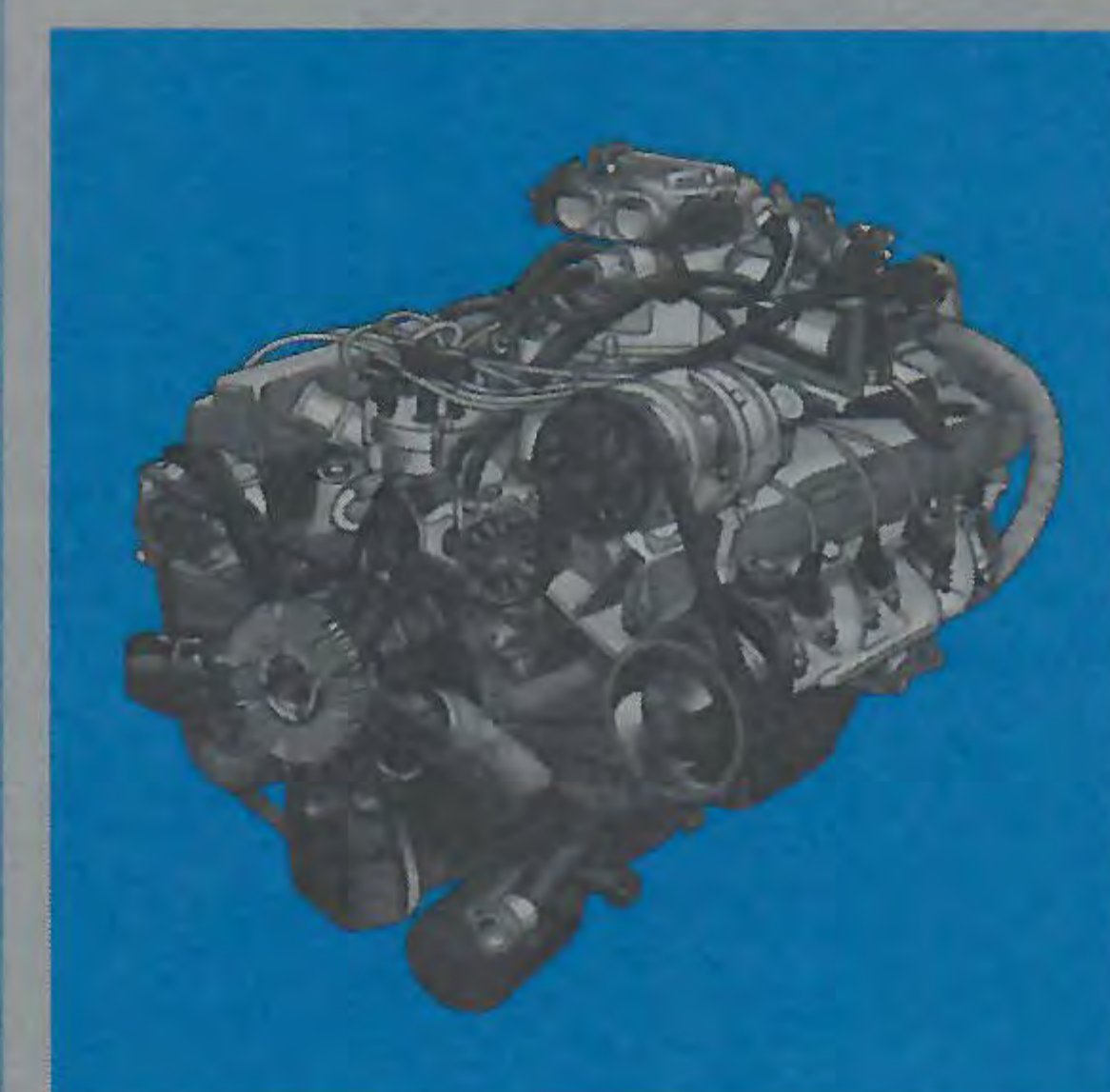
Multi-port EFI 5.0L V-8, available in F-150 and F-250 and in Bronco.

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



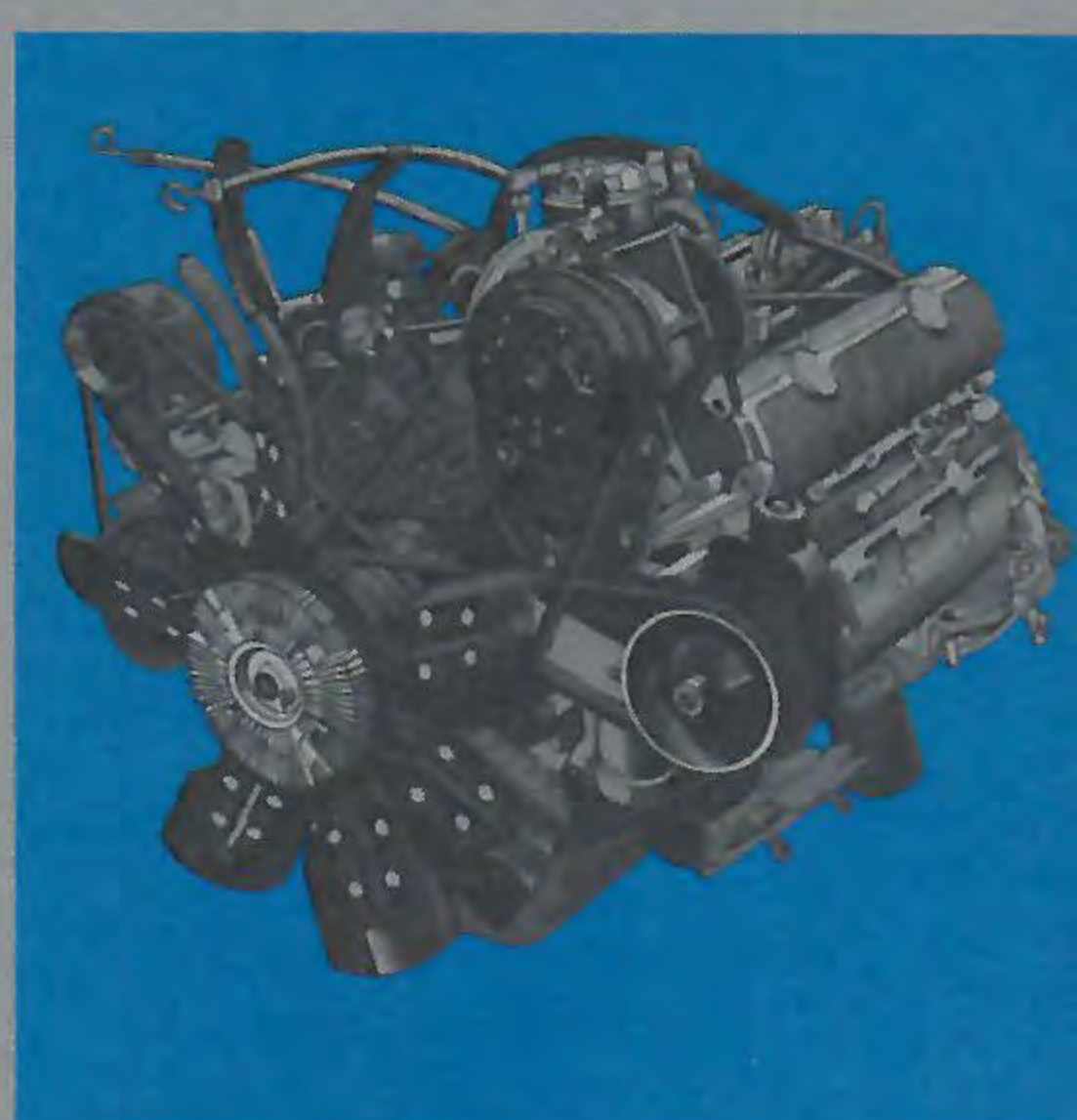
Multi-port EFI 5.8L V-8, available in most F-Series models and in Bronco.

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.:	315 @ 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:	180 @ 3,300 rpm
Torque, lbs./ft.:	345 @ 1,400 rpm

Note: Ratings for high altitude application are lower.

FORD ECONOLINE AND F-SUPER DUTY STRIPPED CHASSIS

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 with single or dual rear wheels, and the RV Stripped Chassis with 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 in. and 178 in. It's powered by the standard 7.3L Diesel. 4-wheel disc brakes make it ideal for multi-stop deliveries.

The 17,000-lb. GVWR Motorhome Stripped Chassis comes in 178, 190, 208 and 228-in. wheelbases. Its 7.5L V-8 is teamed with Ford's advanced electronic 4-speed automatic 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		7,525/7,575	
Axles (lb.)	Front:	4,600	4,600	
	Rear:	6,340 (SRW), 7,800 (DRW)		8,000
Springs (combined rating @ ground)	Front:	3,550	4,200	
	Rear:	7,810		7,810
Steering and Brakes	Power		Power	
Battery (amp-hr.)	72		72	
Alternator (amp.)	95		130	
Engines	Standard:	4.9L EFI I-6 (1)	7.5L EFI V-8	
	Optional:	5.8L EFI V-8	—	
Transmissions	Standard:	3-speed automatic	4-speed automatic E4OD	
	Optional:	4-speed automatic E4OD	—	
Fuel tank (gal.)	36.0		36.0	
Tires	LT245/75R16E (SRW)		LT225/75R16D	
	LT225/75R16D (DRW)		—	
Wheels (number)	Four 8-hole disc 16x7K (SRW)		Seven 8-hole disc 16x6K	
Type/rim size	Six 8-hole disc 16x6K (DRW)		—	

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.

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.)	10,530/10,445		11,380/11,490	
Axles (lb.)	Front:	6,000 monobeam		6,000 monobeam
	Rear:	11,000		11,000
Springs (combined rating @ ground)	Front:	6,000		6,000
	Rear:	11,000		11,000
Steering and Brakes	Power		Power	
Battery (amp-hr.)*	Dual 84		72	
Alternator (amp.)	100		100	
Engine	7.3L V-8 Diesel		7.5L EFI V-8	
Transmission	Standard:	HD 5-speed manual OD	4-speed automatic E4OD	
	Optional:	4-speed automatic E4OD	—	
Fuel tank (gal.)	40 single		75 single	
Tires (all season)	Six LT235/85R16E		Six LT235/85R16E	
Wheels (type/rim size)	Seven 10-hole disc, 16x6K		Seven 10-hole disc, 16x6K	

*Maintenance free.

ECONOLINE DIMENSIONS

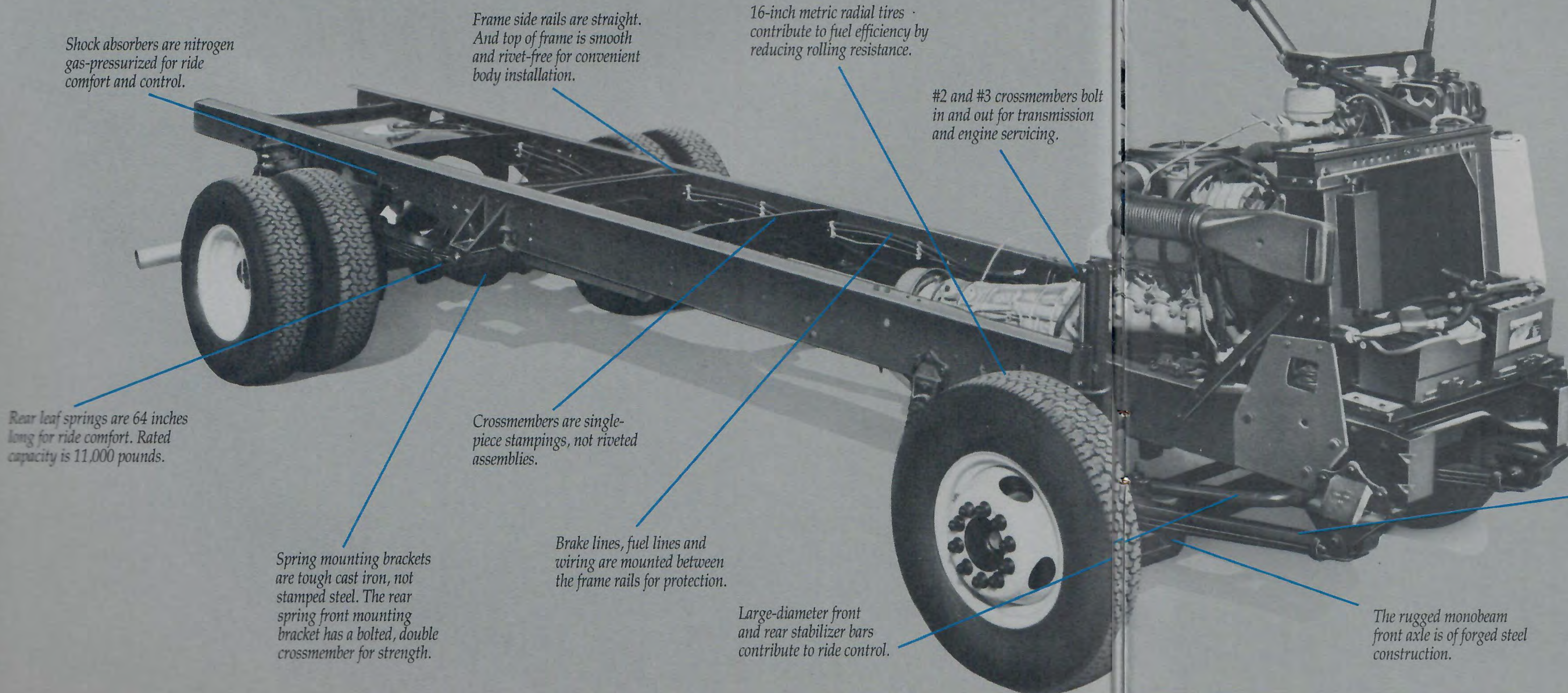
E-350	WB	OAL	Rear Wheels	FH Loaded
Commercial/RV Stripped Chassis	138"	235.5"	Single	22.7"
	138"	235.5"	Dual	22.4"
	158"	254.8"	Single	22.7"
	158"	254.8"	Dual	22.4"
	176"	253.8"	Dual	22.4"
	158**	250.0"	Dual	26.0"
	176**	250.0"	Dual	26.0"

*RV Stripped Chassis. WB=Wheelbase OAL=Overall Length. FH=Frame Height.

F-SERIES DIMENSIONS

F-Super Duty 4x2	WB	OAL	RAF Length	FH		TW
				(Empty/Loaded)	AH (Loaded)	
Commercial Stripped Chassis	158"	263.3"	70.0"	32.2/26.6"	7.78"	71.7/71.7"
Motorhome Stripped Chassis	178"	320.3"	105.8"	35.05/28.0"	7.78"	71.7/71.7"
	190"	332.3"	105.8"	35.05/28.0"	7.78"	71.7/71.7"
	208"	350.3"	105.8"	35.05/28.0"	7.78"	71.7/71.7"
	228"	370.3"	105.8"	35.05/28.0"	7.78"	71.7/71.7"

WB=Wheelbase OAL=Overall Length RAF=Rear Axle Frame FH=Frame Height AH=Axle Height TW=Tread Width



Shock absorbers are nitrogen gas-pressurized for ride comfort and control.

Frame side rails are straight. And top of frame is smooth and rivet-free for convenient body installation.

16-inch metric radial tires contribute to fuel efficiency by reducing rolling resistance.

#2 and #3 crossmembers bolt in and out for transmission and engine servicing.

Rear leaf springs are 64 inches long for ride comfort. Rated capacity is 11,000 pounds.

Crossmembers are single-piece stampings, not riveted assemblies.

Spring mounting brackets are tough cast iron, not stamped steel. The rear spring front mounting bracket has a bolted, double crossmember for strength.

Brake lines, fuel lines and wiring are mounted between the frame rails for protection.

Large-diameter front and rear stabilizer bars contribute to ride control.

The rugged monobeam front axle is of forged steel construction.



Shown at left: the F-Super-Duty Commercial Stripped Chassis

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

Tapered leaf springs are extra long and wide for toughness and comfort. Rated capacity is 6,000 pounds.

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.

Ford Division reserves the right to change product specifications at any time without incurring obligations.

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.



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

6-YEAR/100,000-MILE CORROSION PROTECTION

Corrosion warranty coverage for outer body panel rust-through is 6 years or 100,000 miles, whichever comes first. See your Ford Dealer for a copy of this limited warranty.

MOTORCRAFT REPLACEMENT PARTS

Genuine Ford and Motorcraft original equipment replacement parts meet the same high standards as those installed in production.

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.

