1978

FORD TRUCK

F-100 THRU F-350 SERIES

Ford

75TH ANNIVERSARY

We Begin Our 75th Year

Dear Customer:

On June 16, 1977, Ford Motor Company began its 75th year. This will be followed by Ford of Canada's anniversary of incorporation on August 17, 1979. These are milestones that should not pass unnoticed if we are to learn from the past to improve the future.

When my grandfather founded Ford Motor Company on June 16, 1903, he had a primary purpose in mind. As a farm boy he knew from first-hand experience that farming could be back-breaking work and he knew that machinery could ease the burden. He saw the automobile as a piece of machinery. He envisioned the car, not as a luxury vehicle for the rich, but as a means for the average man to make his life – and his family's – easier and happier.

It soon became apparent that the car not only would ease man's burden, but that it also would enable him to enjoy a fuller life. Almost from the beginning it did just that. With new leisure time people began to take motor trips. North America unfolded beyond the windshield – the Rockies, Yellowstone, the Atlantic coast, the shores of the Pacific, the Prairies, the palms of Florida, all became accessible in a way that was not possible before.

I am especially proud of the fact that Ford Motor Company, the oldest automobile company in the United States, and Ford of Canada, the oldest manufacturer of automobiles in Canada, helped lead the way. And although we have grown from a very small company to a multinational enterprise that serves millions of customers throughout the United States and Canada and in 185 overseas markets, we at Ford will be rededicating ourselves this 75th year to the principles upon which our company was founded.

In our 1978 models, we are creating and building the best products in our history right now – and they are backed by a worldwide dealer organization dedicated to good service and customer satisfaction. In fact, some of our dealerships have been in business as long as we have, and we are proud to share this milestone with them – and with you, our customers and friends.

Henry Ford II

Welcome

Ford welcomes you to the growing group of people who own and drive Ford-built vehicles. We take great pride in the long tradition of quality products and great values that the Ford name represents.

How To Use This Guide

Each year Ford introduces new features designed to increase your driving pleasure. This Owner's Guide will familiarize you with these improvements and acquaint you with the safest operation of your vehicle. While no guide can anticipate every possible use, it should be read from cover to cover carefully and kept handy for ready reference.

Read the Guide carefully and become familiar with all instruments and controls. Learn the techniques for operating and maintaining the vehicle. Always drive defensively; safe driving is your responsibility.

As you would do with all quality equipment, keep your vehicle in good working order. This Guide provides essential information for proper service and periodic maintenance, including charts with vehicle specifications and capacities. Carefully adhere to these.

In the back of the Guide there are some convenient forms for do-it-yourself mechanics to order truck shop manuals.

By following the various recommendations throughout the Guide and always handling your vehicle in a safe and prudent manner, you can help to assure yourself of enjoyable, trouble-free, and economical driving pleasures.

This Guide is intended to be a permanent part of your vehicle. Keep it in the vehicle as a ready reference for anyone who may drive it. Your Ford dealer is pleased to answer any questions about the operation and maintenance of your vehicle and will provide you with additional information should you require it. He is glad to help you.

Because Ford Motor Company offers a great variety of options, components and features on its numerous models, the equipment described in this Guide and the various illustrations may not all be applicable to your particular vehicle. If you have questions, always check with your dealer.

Equipment Requirement Regulations

Regulations such as those issued by the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA), and/or state and local laws and regulations may require additional equipment for the way you intend to use the vehicle. It is the responsibility of the registered owner to determine the applicability of such laws and regulations to his/her 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 may be ordered for your vehicle.

NOTE — The descriptions and specifications contained in this guide were in effect at the time it was approved for printing. Ford Motor Company reserves the right to discontinue models at any time, or to change specifications or design without notice and without incurring obligation.

Service Assistance

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is anxious to see that all of your maintenance and service needs are quickly and courteously completed.

To assist dealers in this effort, Ford has established district and regional offices throughout the U.S. and Canada. Should you feel that you require service assistance beyond that which your dealer is providing, the Ford Motor Company District or Regional Office in your area will be pleased to work with you and your dealer. There is more about the function of the district or regional offices on page 178. These offices are listed by area on pages 178-180 with the address and telephone number of each.

Warranties

The general warranty and emission control system warranty covering this vehicle are stated in detail in the Warranty Facts Booklet. Read this booklet carefully; it states in precise terms everything that is covered in the warranty. Refer to pages 124-125 for Maintenance Services and Record Retention information.

Design Features

Every 1978 Ford Truck includes the following Ford Motor Company Safety Design Features: ☐ Dual hydraulic brake system with warning light ☐ Glare reduced instrument panel and padding, windshield wiper arms, steering wheel hub, rear view mirror/mirror mounting and windshield pillars ☐ Combination Lap/shoulder seat belts with emergency locking retractors for front

outboard occupants, lap belts with automatic locking retractors for super cab and crew cab rear seat outboard positions; and manually adjustable lap belts at all other seating positions ☐ Driver seat belt warning light and buzzer ☐ Padded sun visor ☐ Two-speed windshield wipers ☐ Windshield washers ☐ Turn indicators ☐ Inside yield-away rear-view mirror ☐ Impace absorbing laminated safety glass windshield ☐ Double-yoke safety door latches and safety hinges ☐ Hazard warning flasher ☐ Backup lights ☐ Side marker lights ☐ Outside rear view mirrors on both sides ☐ Corrosion-resistant brake lines ☐ Uniform transmission shift quadrant (on all vehicles equipped with automatic transmission) ☐ Parking lamps coupled with headlamps ☐ FMVSS accelerator controls ☐ Flame resistant interior materials ☐ Illumination of specified controls.

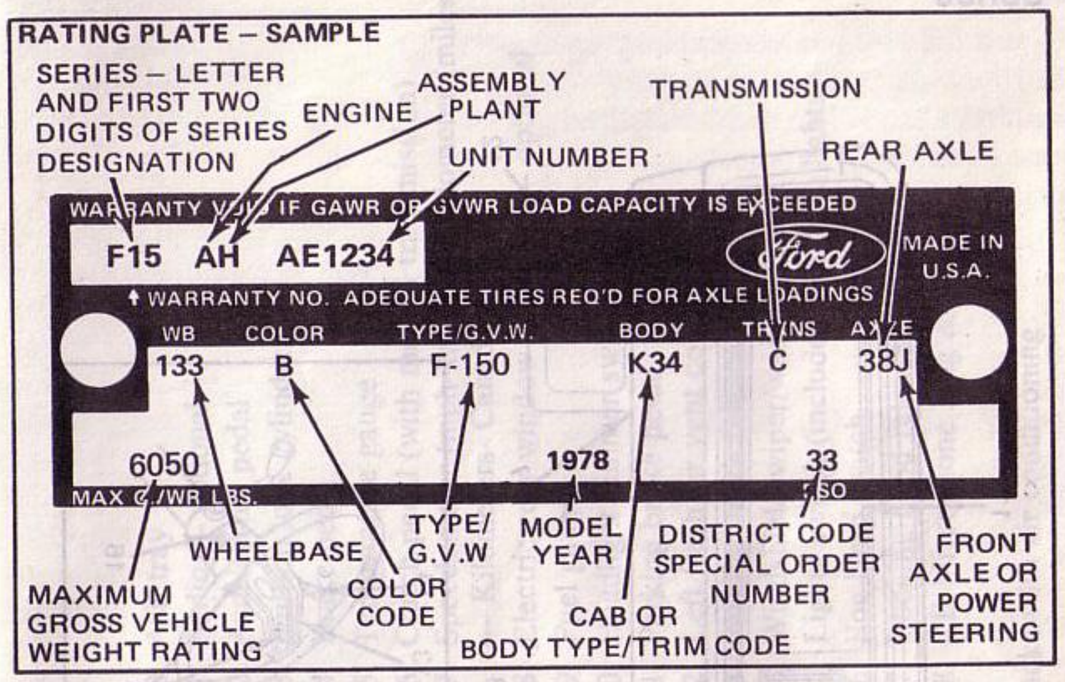
Vehicle Identification

National Highway Traffic Safety Administration Regulations require that a certification decal be affixed to each completed vehicle. The decal indicates the month and year of manufacture of the completed vehicle, among other things. On F-Series completed vehicles, this decal is located on the driver's door rear pillar. Further information about the certification decal and the information contained in it may be found on page 48 of this Guide. On completed derivations of the F-Series incomplete vehicles (the F-Series Chassis Cab), the certification decal is affixed at a location determined by a subsequent stage manufacturer of the completed vehicle. In these cases the completed vehicle is manufactured in two (or more) stages by two (or more) separate manufacturers, with the manufacture of the completed vehicle occurring at a later date than the manufacture of the incomplete vehicle. Consequently, the model year of the completed vehicle may be later than the model year of its chassis.

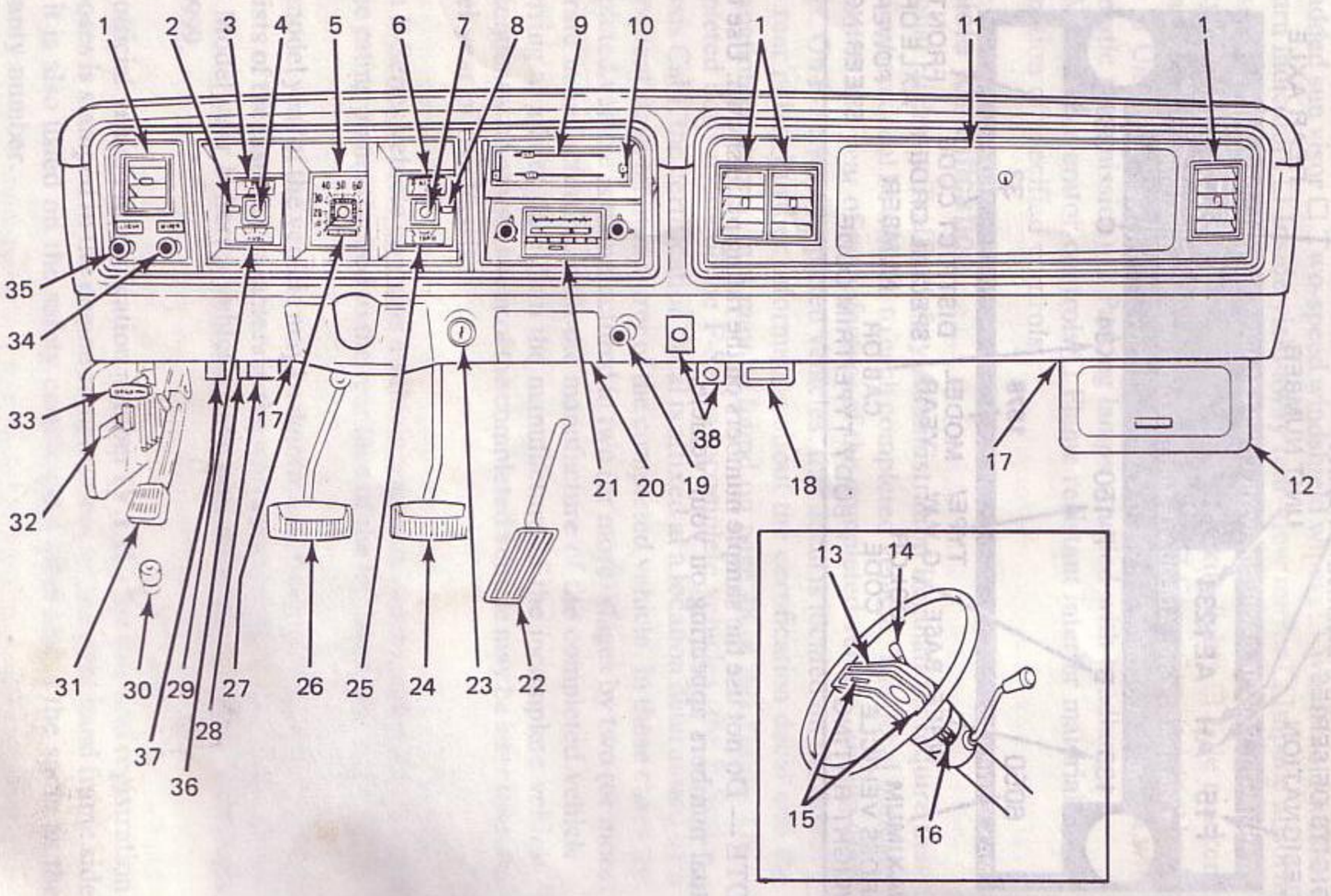
Each F-Series vehicle contains a vehicle warranty number which is stamped on the rating plate attached to the rear face of the left front door lock panel.

The model year of the vehicle may be determined from the unit number which consists of the last six characters in the warranty number on the rating plate. 1978 Model year F-Series vehicles have unit numbers of AE0000 through CK9999.

The official vehicle identification number (V.I.N.) for title and registration purposes is stamped in the engine compartment on the right hand frame side rail; it is also listed on the safety certification label and is the same as the warranty number.



NOTE — Do not use the sample numbers on the rating plate shown. Use the actual numbers appearing on your vehicle.



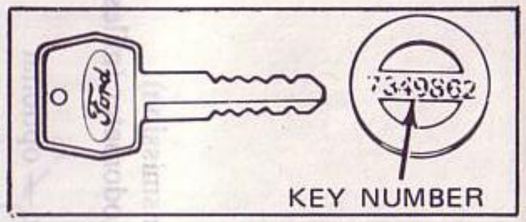
INSTRUMENT PANEL AND CONTROLS
F-Series

1. Panel vents and air conditioner registers
2. Fasten seat belt warning light
3. Oil pressure indicator light or gauge
4. Left turn signal indicator light
5. High beam indicator light
6. Alternator indicator light or gauge
7. Right turn signal indicator light
8. Brake system warning light
9. Heater-air conditioner controls
10. Fuel tank selector and fuel gauge switch — optional
11. Glove box
12. Right fresh air vent control*
13. Horn switch pad
14. Turn signal lever/Optional tilt column release
15. Automatic speed cotrols — optional
16. Hazard warning flasher control
17. Courtesy light — optional (underneath instrument panel)
18. Transfer case lock warning light (full time 4-wheel drive)
19. Cigar lighter — optional
20. Ash tray
21. Radio — optional
22. Accelerator pedal
23. Ignition lock cylinder
24. Brake pedal
25. Temperature gauge
26. Clutch pedal (with manual transmission)
27. Speedometer (mph-km/h) and odometer (miles-U.S.A. — Kilometers- Canada)
28. Electric rear window defroster — optional
29. Fuel gauge
30. Headlight dimmer switch
31. Parking brake pedal
32. Left fresh air vent control*
33. Parking brake release
34. Windshield wiper/washer control
35. Lights switch (includes clearance lights)
36. Fog lamp switch
37. Locking hood release
38. CB Microphone Plug & Holder

*Not available in F-100/350 trucks with air conditioning

Keys

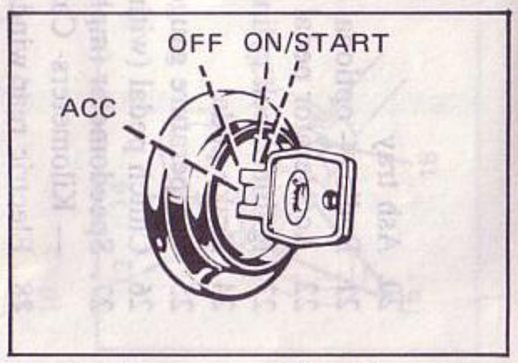
Record the key number stamped on the round plate that accompanies your truck keys. This number enables your Ford dealer or a locksmith to replace lost keys.



COMBAT VEHICLE THEFT — ALWAYS REMOVE THE IGNITION KEYS AND LOCK ALL DOORS WHEN LEAVING YOUR VEHICLE UNATTENDED.

Ignition Lock Cylinder

This four position switch is located to the right of the steering column. In the ACC (accessory) position, electrical accessories, such as the radio, will operate when the engine is not running. In the ON position, the electrical system is activated. Engage the starter by turning the key to the START position. Release the key when the engine starts and it will return to the ON position. See pages 44-45 for additional engine starting instructions.



Warning Lights and Gauges

Alternator Indicator Lights

The alternator indicator light will glow red with the ignition switch in the ON or ACC positions until the engine is started and the alternator begins charging. If the light glows red with the engine running at speeds above idle, your battery is being discharged. Have the electrical system checked by your dealer.

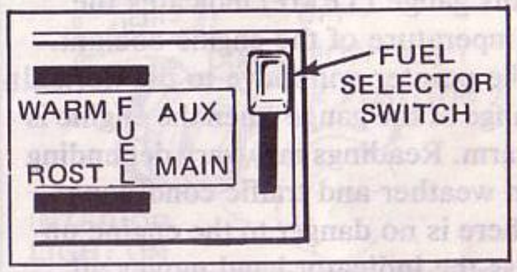
Ammeter Gauge (Optional)

If your truck is equipped with an ammeter gauge (ALT), it shows whether the battery is being charged only when electrical accessories are turned off and the engine is running. When electrical equipment is being operated with the engine stopped or at slow idle, the gauge needle will move toward D to indicate discharge. At fast idle or driving speed, the needle should move toward C to indicate charge. If the needle remains on the D (discharge) side of center or indicates a continuous high charge rate when driving with electrical accessory equipment turned off, have your truck's electrical system checked.

Fuel Gauge

The fuel gauge indicates the approximate amount of gasoline left in the tank. It operates when the ignition lock cylinder is in the ACC or ON positions. It is a good practice to keep the fuel tank at least half full at all times to help prevent excessive condensation in the tank.

If your vehicle is equipped with an auxiliary fuel tank, the level in either tank may be checked by reading the fuel gauge with the fuel selector switch in the desired position. This switch also controls the fuel flow from either tank to the engine. The fuel valve is energized when the fuel selector switch is moved from MAIN to AUX position, allowing fuel flow from the auxiliary tank. On vehicles equipped with dual fuel tanks, the "MAIN" position supplies fuel to the engine from the midship fuel tank.



NOTE — When operating in either mode, periodically monitor the fuel gauge to verify that fuel is being consumed from the selected tank. If the gauge indicates that fuel is not being consumed, switch to the alternate tank and have the system checked.

Oil Pressure Indicator Light

The oil pressure indicator light will glow red with the ignition lock cylinder in the ON position, engine not running. This indicates that the light and electrical wiring are O.K. The light should go out after starting the engine.

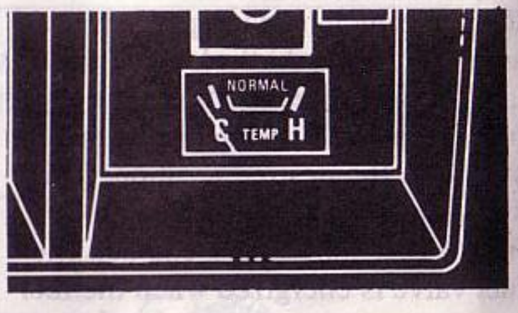
It is normal for the light to flicker with the engine at idle speed or during sudden stops. However, if the light glows steadily at any time the engine is running, turn off the engine as soon as possible and check the oil level. Add oil if necessary. Do not run the engine if the warning light continues to glow. Operating an engine with the indicator light continuously glowing can destroy engine bearings and other engine parts.

Oil Pressure Gauge (Optional)

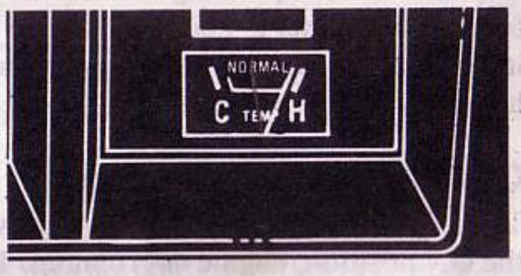
The oil pressure gauge (OIL) pointer will move to the normal range of the gauge after starting the engine. Higher or lower readings may be indicated operating under different conditions. If the pointer drops below the normal operating band when the engine is running, there is a loss of pressure. Stop your vehicle as soon as possible, turn

off the engine and check the oil level. Add oil if necessary. Do not operate the engine with the gauge pointer below the normal operating band. Operating an engine without oil pressure can quickly destroy the engine bearings and other engine parts.

Engine Temperature Gauge

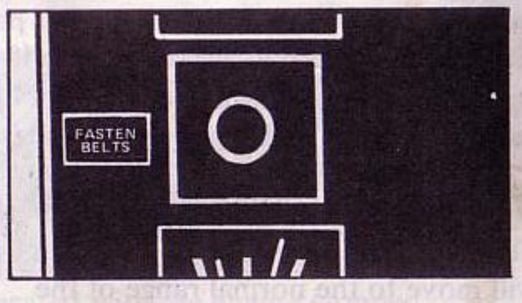


This gauge (TEMP) indicates the temperature of the engine coolant. The pointer will move to the normal range of the gauge when the engine is warm. Readings may vary depending on weather and traffic conditions. There is no danger to the engine unless the indicator hand moves all the way to the H (hot) position. If it does, pull off the road and then stop engine immediately to prevent severe engine damage. Refer to coolant servicing instructions before restarting engine. If the engine continues to overheat, do not drive the vehicle. Have the cooling system checked and repaired.



NOTE — The temperature indicating system design is based on the company standard requirements for engine cooling systems. It is possible under certain driving conditions such as heavy traffic or stop-and-go driving for the gauge pointer to read at the very top of the normal band with the coolant temperature within specification.

Seat Belt Warning Light and Buzzer



This warning light glows for approximately eight seconds after the ignition lock cylinder is turned to the ON position, regardless of seat belt usage. The seat belt warning buzzer will sound for the same period if the driver's belt is not in use.

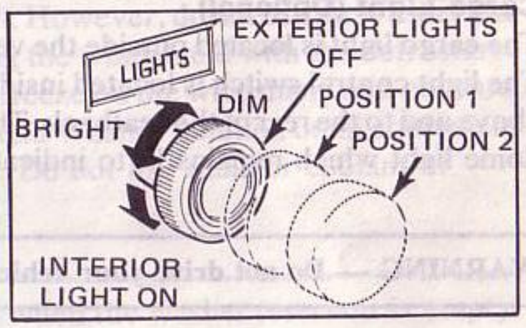
Speedometer/Odometer

The speedometer indicates the vehicle's forward speed below 85 mph (137 km/h). The odometer records the total distance the vehicle has been driven

and is useful in reminding you when the vehicle is due for periodic lubrication and routine maintenance by indicating total distance traveled. In Canada, the odometer is calibrated to register kilometers.

Light Controls

Headlight Switch



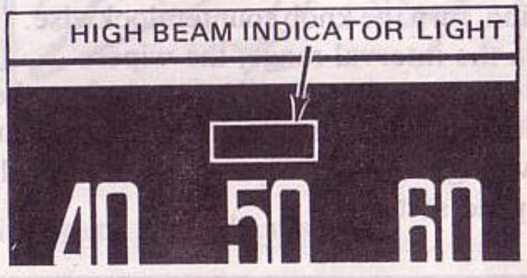
Pull the knob outward to the first position to turn on the parking lights, taillights and side marker lights. At the second position, headlights, taillights, parking lights and side marker lights are on. At either position,the instrument panel lights and automatic transmission selector light can be dimmed, brightened, or turned off by rotating the knob.

Interior Light

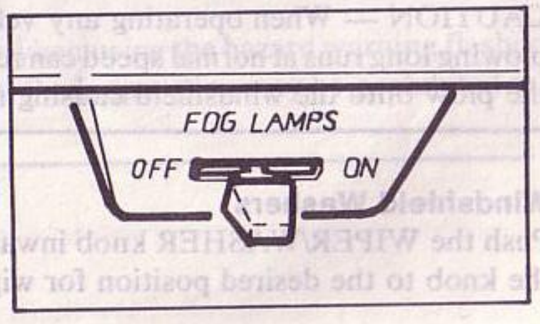
The dome light is automatically turned on when the front doors are opened. Turning the headlight switch fully counterclockwise will operate the interior light when the doors are closed.

Headlight Dimmer Switch and Indicator Light

With the headlights on, press the dimmer switch located on the floor to the left of the parking brake pedal, to change the headlights from high to low or low to high beam. When the high beams are on, the indicator on the instrument panel will light.



Fog Lamps (Optional)



The fog lamps switch is located left of the steering column. Activation of the fog lamps can ONLY be accomplished with the headlamp switch in the ON position (i.e., headlamps and/or parking lamps) and the fog lamp switch in the ON position.

CAUTION — High beam use with fog lamps may be illegal in certain states as well as not being a recommended operational mode.

Cargo Light (Optional)

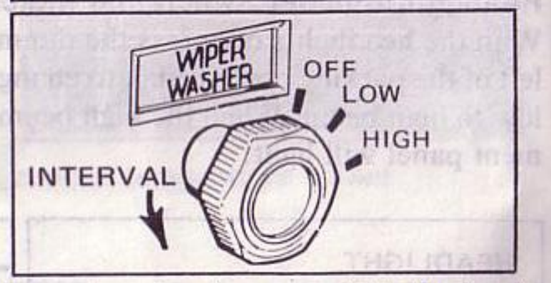
The cargo light is located outside the vehicle, directly over the rear window. The light control switch is located inside of the vehicle on the driver's side, above and to the rear of the seatback. This switch also controls the interior or dome light which remains lit to indicate when the cargo light is on.

WARNING — Do not drive your vehicle with the cargo light on.

Windshield Wipers and Washers

Windshield Wipers (Two Speed)

To turn on the two-speed wipers, rotate the WIPER/WASHER control knob clockwise. The first position is for low speed and the second position is for high speed operation.



Interval Wiper (F-100/350 Optional)

To use the wipers for interval operation, turn the knob counterclockwise. In the interval range, the wipers complete a cycle and pause before the next cycle. As you rotate the knob counterclockwise the length of the pause is increased. For constant speed wiping, turn the wiper-washer control knob clockwise to the low or high speed setting.

CAUTION — When operating any vehicle equipped with a snow plow, plowing long runs at normal speed can result in snow splashing over the top of the plow onto the windshield causing restricted visibility.

Windshield Washers

Push the WIPER/WASHER knob inward to activate the washer and rotate the knob to the desired position for wiping action.

Periodically check the fluid level in the reservoir located in the engine compartment. When it is below half full, fill the reservoir with a solution of water and windshield washer solvent. Do not operate washer system when the reservoir is empty. In addition to removing grime, most windshield washer solvents contain antifreeze to reduce the freezing point of the solution, when used according to directions. However, do not use the washers in freezing weather without first warming the windshield with the defrosters. Otherwise, the washer solution might freeze on the windshield and obscure your vision. Ford Ultra-Clear Windshield Washer Solution or an equivalent is recommended for year around use. Do not use radiator coolant or antifreeze.

CAUTION — Do not operate washer when the washer reservoir is empty.

CAUTION — Do not add radiator antifreeze to the washer reservoir.

Hazard Warning Flasher System

The hazard warning flasher system provides added safety during emergency parking or when unusual circumstances force you to drive so slowly that your vehicle might be a hazard to other traffic. When you turn on the flasher, it serves as a warning to other drivers to exercise extreme caution in approaching, overtaking, or passing your vehicle.

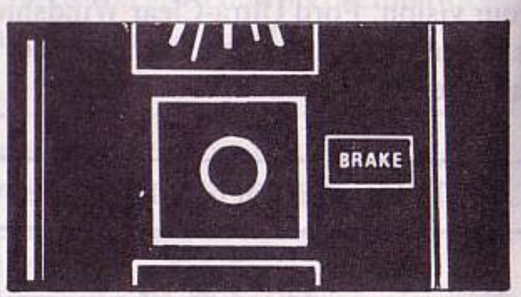
NOTE — Flasher will not operate with brake pedal depressed.

CAUTION — Caution must be taken when using the hazard warning flasher system while moving on the highway. Such operation may be prohibited in certain areas.

The hazard warning flasher switch is located on the steering column. Pull the switch out to start the flashers; push in on the switch to stop the flashing action. The flashers can be used with the ignition switch in the ON or OFF position. The lights will flash continuously for two hours (battery fully charged and in good condition) without discharging the battery excessively.

Brakes

Brake System Warning Light



Regardless of whether your truck has standard or power-boosted brakes, it is equipped with a dual master cylinder hydraulic system. If there is a loss of hydraulic pressure in the brake system this warning light on the instrument panel glows with the word BRAKE when the brakes are applied. Illumination of the brake warning light indicates a loss of hydraulic pressure in either the front or rear brake system. When properly adjusted, the other brake system is still capable of stopping the vehicle; however the stopping distance would be increased. Have the brake system checked immediately if the light comes on when you apply the brakes.

CAUTION — If the brake system warning light does not glow red momentarily with the key at START, have electrical system checked for a burned out bulb or open circuit.

WARNING — If the BRAKE light goes on, this is an indication of a malfunction in the brake system. Immediate attention is necessary. Do not operate your vehicle except with greatest of caution.

Service Brakes

Rear drum brakes are designed to be self-adjusting. Automatic adjustment, when required, occurs whenever the brakes are applied while "backing-up". If normal operation does not include much of this type driving, adjust the brakes any time they seem "low" by making several sharp brake applications while moving in reverse.

To operate the self-adjusting mechanism:

☐ On level, dry pavement, drive the truck in reverse at 5 mph (8 km/h).

☐ Stop the truck by firmly applying the brakes. Release the brakes and move the truck forward a short distance. Stop the vehicle by firmly applying the brakes.

☐ Repeat this procedure four or five times.

Always check braking efficiency immediately after operating your vehicle under any condition which may expose the brake linings to water. Braking efficiency can be restored by several gentle applications of the brake pedal while the vehicle is moving at a slow speed.

Know the minimum stopping distance for all driving conditions that may be encountered. For longer brake lining life, take full advantage of engine braking power when coming to a stop.

CAUTION — "Riding" the brake pedal can result in abnormally high brake temperatures, excessive lining wear, possible damage to the brakes, and failure. Do not drive with your foot resting on the brake pedal.

POWER BRAKES — Power for the vacuum booster brakes is obtained from engine vacuum. This acts to multiply the effort applied to the brake pedal, so that very little effort is required to operate the brakes while the engine is running. Brakes will operate with the engine off, but more effort is required. All instructions regarding standard brakes also apply to power brakes.

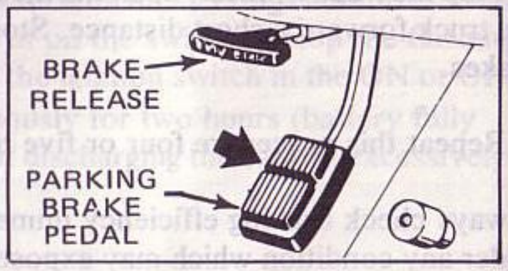
Disc Brakes

The disc brakes are self-adjusting. They require no service other than periodic inspection for wear. Because of their quick-acting design, the brake "shoes" have minimum clearance to the disc.

Parking Brake

The parking brake controls are mounted under the instrument panel to the left of the steering column. F-Series trucks have a foot pedal-type apply mechanism with a hand operated release lever. Even if you have an automatic transmission and put it in Park, set the parking brake every time you leave the vehicle.

Depress the service brake pedal with your right foot while firmly pressing the parking brake pedal with your left foot. To release, apply the service brakes with your right foot and depress the parking brake pedal with your left foot while pulling the release lever; lift your foot from the parking brake pedal after it is released.



NOTE — On vehicles with an automatic transmission, apply the parking brake before moving the transmission selection lever to P(Park). It is also a good practice to move the selector lever out of the P(Park) position before releasing the parking brake when preparing to move your vehicle.

CAUTION — Do not leave your vehicle unattended with your engine running. Apply the parking brakes; shift in P (PARK) if you have an automatic transmission, or R (REVERSE) if you have a manual transmission; shut off the engine.

CAUTION — Failure to release the parking brake will result in poor fuel economy and rapid brake wear.

Climate Control

For operation and control functions, refer to the following pages for the appropriate climate control system which is installed in your vehicle.

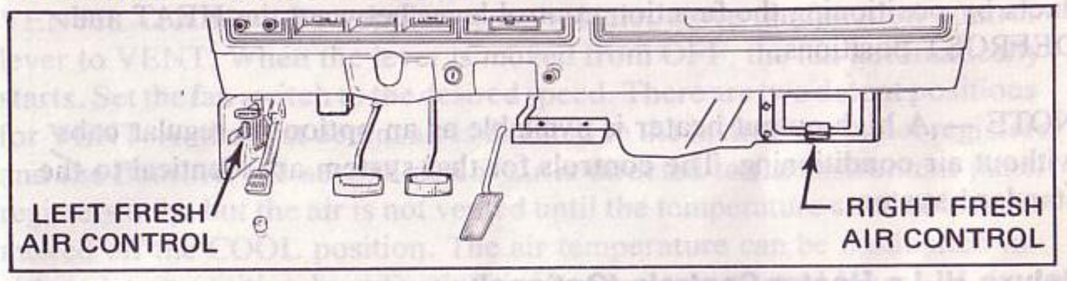
These tips will help improve the efficiency of your truck's heating and air conditioning system:

- ☐ HEATING AND DEFROSTING — You can improve heater and defroster efficiency and reduce the possibility of fog forming on the inside of your windshield by removing any snow, ice or leaves from the air intake below the windshield on the outside of the vehicle. Also, operate the heater in the HEAT position for a few seconds prior to placing the lever in DEFROST position.
- ☐ AIR CONDITIONING — If your truck has been parked with the windows closed during hot weather (especially under a direct sun), the air conditioner will do a much faster job of cooling if you drive for two or three minutes with the windows open. This will force most of the hot air out of the truck. Then, close the windows and operate the air conditioner as you normally would.

When stopped in traffic for long periods of time in hot weather, place the automatic transmission lever in P (PARK), or N (NEUTRAL), to increase the engine idle speed. This aids in engine cooling and air conditioner efficiency.

NOTE — Since the air conditioner removes considerable moisture from the air during operation, it is normal if water drips on the ground under the air conditioner drain after you have stopped your vehicle.

Ventilation Controls — Fresh Air Vents

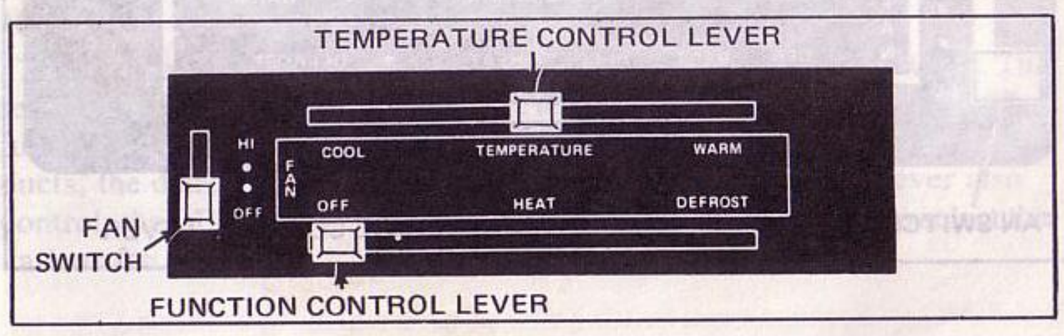


LEFT AIR VENT (NOT AVAILABLE WITH AIR CONDITIONING) — Pull the vent control knob rearward to control the amount of ventilation desired. Moving the control knob forward closes the vent. The left air vent should be closed when heating is desired.

RIGHT AIR VENT (HEATER ONLY) — Move the vent door upward to obtain ventilation. This door MUST be closed for heater operation.

Heater Controls

The heater control has two slide levers and a fan switch. The temperature control lever regulates the temperature of the discharge air. The function control lever selects where the air is directed: through the floor ducts, defroster ducts, or both. The fan switch is used to select fan speed.



HEATING — For maximum heating, move the temperature control lever to WARM, the function control lever to HEAT, and the fan switch to HI. As the vehicle warms up, adjust the fan switch and temperture control lever to maintain the desired temperature.

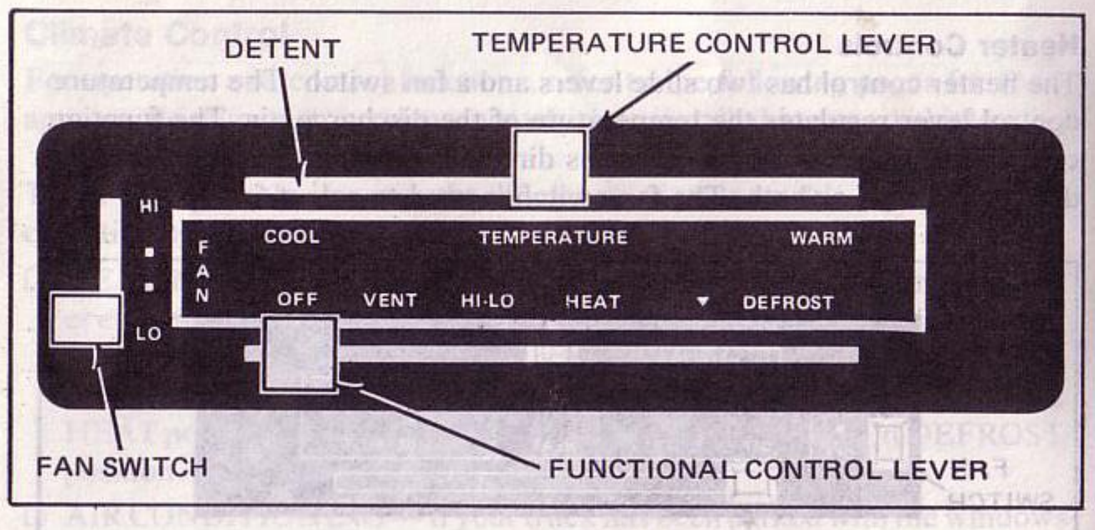
DEFROSTING — To defrost the windshield, move the temperature control lever to WARM and the function control lever to DEFROST and the fan switch to HI.

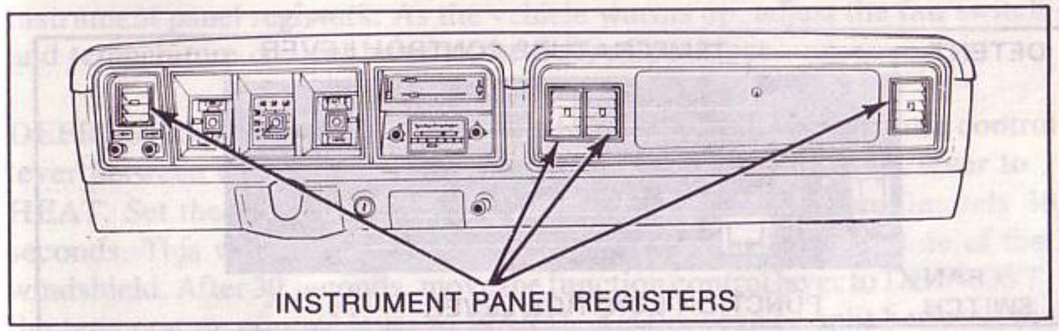
You can regulate the distribution of air flow between the defroster and floor ducts by positioning the function control lever between the HEAT and DEFROST positions.

NOTE — A high-output heater is available as an option on regular cabs without air conditioning. The controls for that system are identical to the standard system.

Deluxe Hi-Lo Heater Controls (Optional)

The Deluxe Hi-Lo Heater Control has two slide levers and a fan switch. The temperature control lever regulates the amount of heat added to the entering air. The function control lever selects where the air is directed: through the instrument panel registers, the floor ducts (or both), or the defroster ducts. This lever also controls the OFF-ON operation of the fan. The fan switch is used to select the various fan speeds.





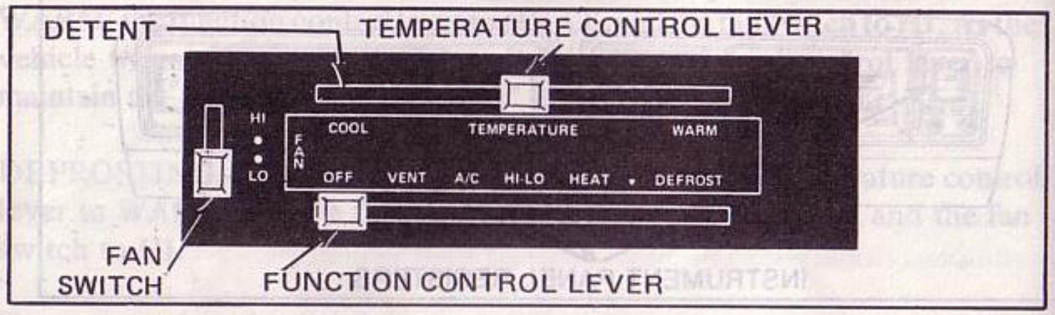
VENTILATION — To ventilate your vehicle, move the function control lever to VENT. When the lever is moved from OFF, the fan automatically starts. Set the fan switch to the desired speed. There are two detent positions for VENT. At the first detent air is directed to the instrument panel registers and the floor. At the second detent air is directed to the instrument panel registers only, but the air is not vented until the temperature control lever is moved off the COOL position. The air temperature can be modulated in either detent position by adjusting the temperature control lever.

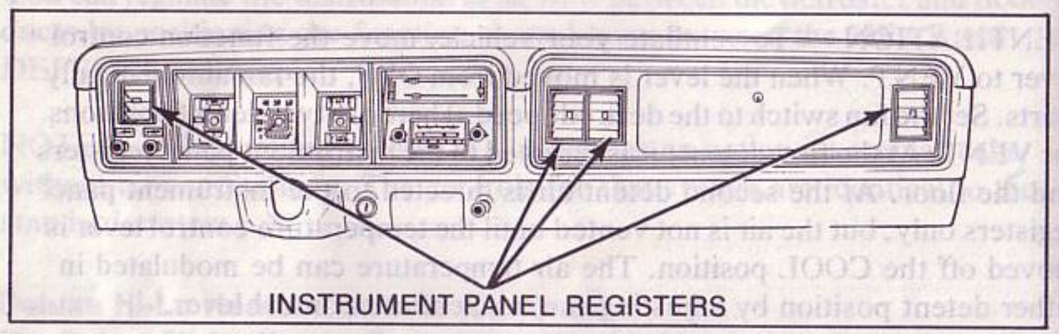
HEATING — For maximum heating, move the temperature lever to WARM, the function control lever to either HEAT or HI-LO, and the fan switch to HI. In the HI-LO position, air is directed through the floor ducts and instrument panel registers. As the vehicle warms up, adjust the fan switch and temperature control lever to the desired position.

DEFROSTING — To defrost the windshield, move the temperature control lever to WARM, set the function control lever to DEFROST and the fan switch to HI. Air flow can be split between the defroster ducts and floor ducts by setting the function control lever at the ▼ position between HEAT and DEFROST.

Heater-Air Conditioner Controls (Optional)

The heater-air conditioner control has two slide levers and a fan switch. The temperature control lever regulates the temperature of the discharge air. The function control lever selects where the air is directed: through the floor ducts, the defroster ducts, or instrument panel registers. This lever also controls the OFF-ON operation of the fan. The fan switch is used to select the various fan speeds.





VENTILATION — To ventilate your vehicle, move the function control lever to VENT. When the lever is moved from OFF the fan automatically starts. Set the fan switch to the desired speed. The vented air is directed to the instrument panel registers and the floor.

COOLING — Move the temperature control lever to COOL and the function control lever to A/C. This will recirculate air in the vehicle for maximum cooling. For outside air operation, set the temperature lever in the detent position. Set the fan switch to the desired speed. After the vehicle is cool, adjust the temperature control and fan switch lever to maintain the desired temperature. Outside air A/C operation is recommended whenever climate or traffic conditions permit and maximum cooling is not required.

The cooled air is directed through the instrument panel registers. The registers can be adjusted to direct the air as desired. These registers may also be closed to block most of the air flow.

NOTE — During operation of the air conditioner, it is normal for some water to drain on the ground under the air conditioner.

HEATING — For maximum heating with outside air, move the temperature lever to WARM, the function control lever to either HEAT or HI-LO, and the fan switch to HI. In the HEAT position, air is directed through the floor ducts. In the HI-LO position, air is directed through the floor ducts and

instrument panel registers. As the vehicle warms up, adjust the fan switch and temperature control lever to the desired positions.

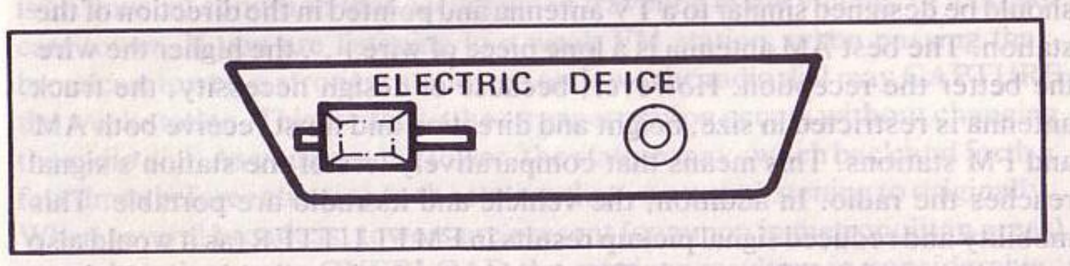
DEFROSTING — To defrost the windshield, move the temperature control lever between COOL and WARM, and set the function control lever to HEAT. Set the fan switch to HI and run the system for approximately 30 seconds. This will reduce the chances of fog forming on the inside of the windshield. After 30 seconds, move the function control lever to DEFROST, the temperature control lever to WARM. Air flow can be split between the defroster ducts and floor ducts by setting the function control lever at the position between HEAT and DEFROST marked ▼.

The air conditioning system can be used to defog the side windows in mild weather. Set the function control lever to A/C, and the fan switch to a high speed, then adjust the temperature lever for comfort. Adjust the instrument panel registers to direct air onto the windows.

Electric Rear Window De-ice (Optional)

The rear window de-ice is designed to clear frost, fog, and thin ice from the interior and exterior of the rear window. The control switch for the de-ice is located under the instrument panel to the left of the steering column.

To operate the de-ice, first start the engine, then push the control switch to ON. A jewel light near the control switch lights up while the system is on. If there is a heavy accumulation of snow on the rear window, brush it off to aid the de-ice in clearing frost from the window. The de-ice will continue to operate until you either push the control switch to OFF, or turn the ignition off.



CAUTION — Do not use scrapers, sharp instruments, or abrasive window cleaners on the interior surface of the rear window or the electrical conductors will be damaged.

Radios (Optional)

Your new radio is covered under the basic vehicle warranty. Before returning the radio to your dealer for repair . . .

KNOW THE LIMITATIONS — FM is not static free. If particular stations are always noisy in the same general area of driving, then the noise must be expected, and no defect or malfunction is present in your radio. All FM radios respond about the same way in these "bad" areas. Tune to a stronger station. Experience will dictate which stations are best for your usual listening area. On trips, tuning to stronger stations will have to be more frequent on FM than on AM. Refer to Radio Reception (below through page 24) for details on the limitations of FM reception, and how to obtain maximum listening enjoyment from your radio.

KNOW THE CONTROLS — Always "fine tune" your radio after using a push button. Even slight de-tuning causes unnecessary noise. Turn the tone control full counterclockwise to cut out noise. Push buttons that were set in a strong signal area may require re-setting after driving to a weaker signal area. Refer to pages 25-26 for the proper use of your radio controls.

Radio Reception

Although your new radio will give you outstanding mobile reception, it cannot provide the continuous reception of that enjoyed in the home radio. FM is not static free (as is sometimes advertised for FM home receivers). The home receiver is not limited by operating charcteristics and certain geographical effects as is the mobile unit. For example . . .

ANTENNAS AND MOBILITY — For the best FM reception, the antenna should be designed similar to a TV antenna and pointed in the direction of the station. The best AM antenna is a long piece of wire . . . the higher the wire the better the reception. However, because of design necessity, the truck antenna is restricted in size, height and direction and must receive both AM and FM stations. This means that comparatively less of the station's signal reaches the radio. In addition, the vehicle and its radio are portable. This mobility and reduced signal pickup results in FM FLUTTER (as it would also in the "static free" home unit if it should ever be installed in a vehicle).

FM FLUTTER — FLUTTER can best be described as repeated pops and hissing bursts heard in the speaker, during an otherwise good broadcast. Usually this condition exists while traveling in the fringe area of the station.

FLUTTER will become more severe approximately 25 miles (40 km) from the station. The signal loss will become greater as you drive farther from the station, until finally noise takes over and you can no longer receive the station. FLUTTER may also be noticed near the station because of the "line-of-sight" characteristic of FM radio waves. This condition can happen when a building or large structure is between you and the station you are trying to receive. Some of the FM signal "bends" around the building, but certain spots have almost no signal. Some of these losses are only a few inches wide and if your vehicle is parked in one of these "dead spots" you will only hear noise from the speaker. As you move out of the shadow of the structure, the station will return to normal. FLUTTER will not occur on AM, because the radio waves are much longer than FM waves.

FM MULTI-PATH CANCELLATION — Another effect caused by the "line-of-sight" characteristic is called CANCELLATION. This condition exists when the radio waves are reflected from objects or structures. The noises produced by CANCELLATION are similar to FLUTTER, with the addition of distortion in the program. A more familiar description of CANCELLATION is its similarity to the multiple ghosts and picture jumping that occur on television when a low flying plane passes. The same condition exists in your vehicle, except that your vehicle is moving and the reflecting structure is stationary. The reflected signal cancels the normal signal, causing your antenna to pick up noise and distortion. CANCELLATION effects are most prominent in metropolitan areas, but can also become quite severe in hilly terrain and depressed roadways.

FM STRONG SIGNAL CAPTURE AND OVERLOAD — FM CAPTURE is an unusual condition that occurs when traveling in the vicinity of a broadcast tower. If you are listening to a weak FM station, when passing the broadcast tower, a stronger station up or down the radio dial may CAPTURE the weak station. This switch to the stronger station occurs without changing the radio dial. As you pass the tower, the station may switch back and forth a few times before returning to the station that you were listening to originally. When several broadcast towers are present (common in metropolitan areas) several stations may OVERLOAD the receiver resulting in considerable station changing, mixing and distortion. Fortunately this condition is localized and it will not harm your receiver. Some OVERLOADING may also be noticed on AM, but usually to a lesser degree.

RECEIVING AN FM STEREO STATION — Because more information is carried in FM stereo waves than in monaural FM broadcasts, FLUTTER, CANCELLATION and CAPTURE are even more noticeable. The FM stereo noise-free broadcast range is approximately five miles (8 km) less than that appreciated with the monaural FM radio. Your AM/FM stereo may never encounter any of these troublesome problems, as they are more prominent in metropolitan areas, hilly terrain and depressed roadways. However, for the finest listening pleasure, it is recommended that you accurately tune to the strongest FM stereo station.

OTHER INTERFERING NOISES — Located within a few feet of your highly sensitive radio is your vehicle's powerful electrical ignition system. The high voltage of this system produces noisy side effects that can interfere with both the AM and FM stations. Although precautions have been taken to minimize ignition noise, a certain amount can be heard on FM when the station is not quite tuned. Ignition noise from passing vehicles can occasionally be heard if they do not have proper suppression equipment installed. These same vehicles produce interference in television sets. Very little can be done with the radio receiver to protect against this type of external interference.

Some of the many electrical accessories being added on today's vehicles contribute to additional radio interference. These devices are constantly scrutinized to establish their electrical compatibility with the radio. Add-on or faulty accessories can cause radio noise problems.

AM and FM Comparison

In general, AM has greater range than FM — up to several hundred miles (kilometres) on clear channel stations at night. The range of AM depends on the power of the station and the time of day. Volume drops off as the station gets weaker.

FM range is limited to 20-25 miles (32-40 km), except for some high power stations. Monaural FM stations have greater range than stereo FM. Range does not depend on the time of day. As the station gets weaker, volume stays about the same, but noise increases.

The ability of AM signals to bend and be reflected by the upper atmosphere (ionosphere) causes jamming of the AM band by distant stations at night, which might interfere with your favorite station.

FM signals follow "line-of-sight" path and are not reflected by the ionosphere, therefore preventing night time interference by distant stations.

Static on AM is caused by power lines and electric fences, particularly noticeable in rural areas where only weak stations are available. Traffic lights and electric signs can cause static. Static from thunderstorms can make AM unlistenable.

There is very little static on FM from power lines, electric signs and fences, traffic lights, or lightning.

AM fades under freeway viaducts and when on distant stations at night and in downtown areas with many tall buildings.

No fading occurs on FM under viaducts. Fading and noise occur on distant stations. Fading is caused by reflections from buildings and hills.

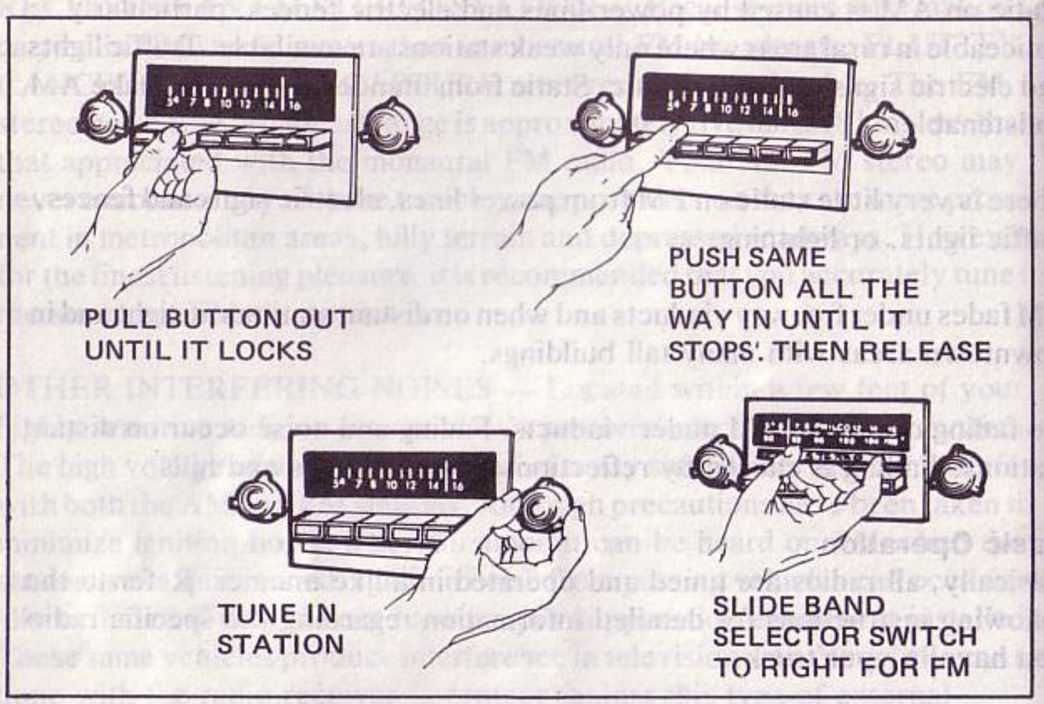
Basic Operation

Basically, all radios are tuned and operated in a like manner. Refer to the following instructions for detailed information regarding the specific radio you have in your truck.

Push Button Tuning

To set the push buttons on your radio, follow these simple steps:

- ☐ Turn your radio on.
- ☐ Allow the radio about five minutes to warm up.
- ☐ Pull out the radio button to be set until it stops.
- ☐ Tune in the desired station with the manual tuning knob.
- ☐ Push the same button all the way in and release it.
- ☐ Repeat for the remaining buttons.
- ☐ For FM only, place the band selector in the FM position and repeat the above steps.



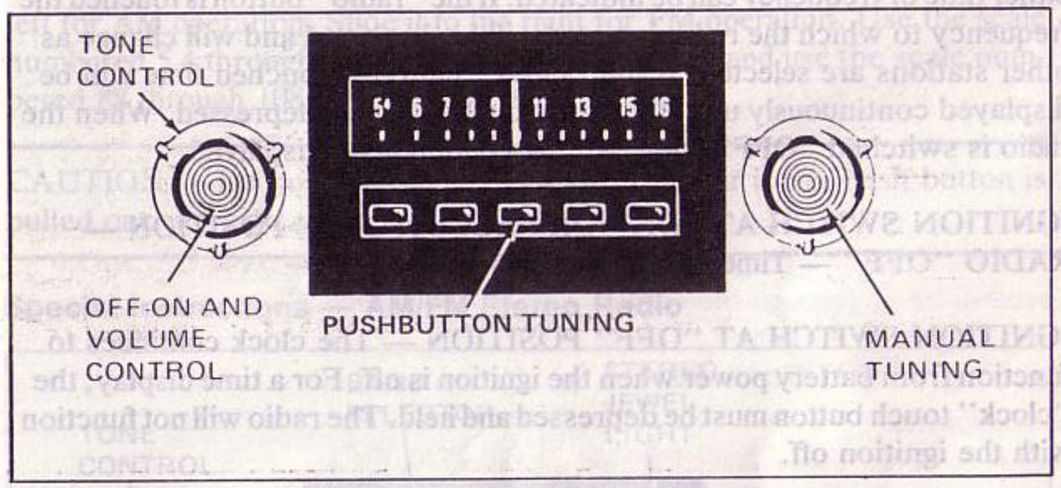
OFF-ON, VOLUME CONTROL — Refer to your radio illustration for knob locations. You can play your radio when the ignition switch is in either ON or ACC position. To turn it on, turn the OFF-ON knob clockwise. By continuing to turn the knob in the same direction, you will increase the volume.

TONE CONTROL — The tone control is the ring knob located behind the OFF-ON knob. Turning the tone control clockwise will increase the treble range while turning it counterclockwise will increase the bass range.

STATION SELECTION — You can select the radio station you want by turning the manual tuning knob, located on the right side of the radio dial; or you can use the push buttons which can be pre-set to the stations of your choice. For AM radios, the push buttons can be pre-set to five stations, one station for each button. On AM/FM monaural radios, the push buttons can be pre-set to five AM or five FM stations, or any combination of them for a total of five stations only. On AM/FM Stereo radios, the push buttons can be pre-set to five AM stations and five FM or FM/Stereo stations, or for any combination of them, for a total of ten stations for five buttons.

AM Radio

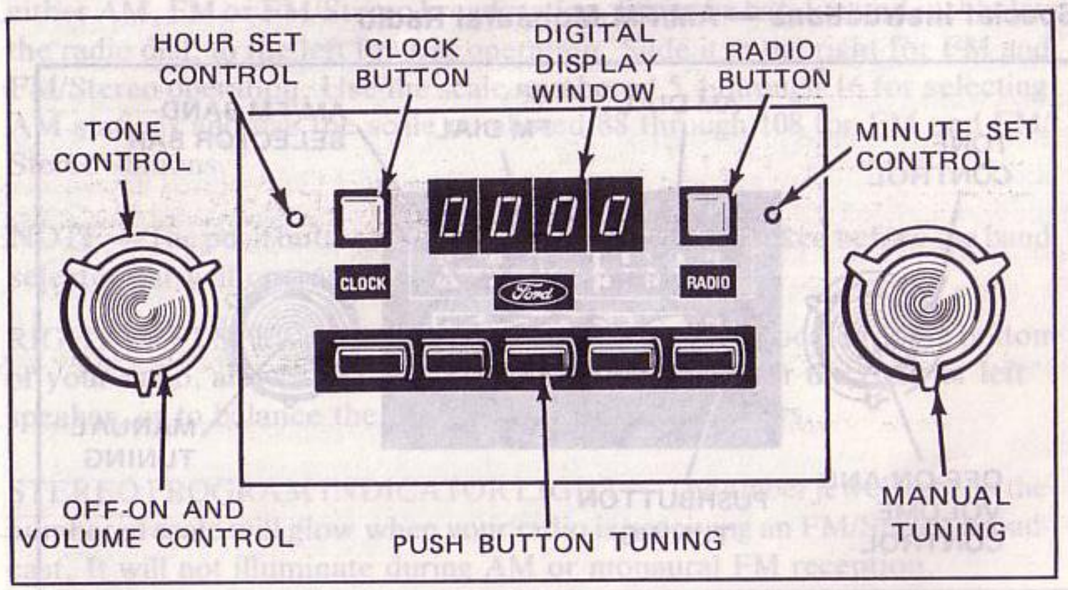
To operate the AM radio, follow the instructions below:



TUNING — You can select the radio station you want by turning the manual tuning knob, or you can pre-set the push buttons to five stations of your choice.

Special Instructions — AM/Clock Radio

The AM radio functions normally with a manual ON-OFF and volume control knob, tone control, five station selection push buttons and a manual tuning knob. Instead of the normal dial, it has a digital display window which indicates the frequency in kilohertz of the station to which the radio is tuned or time in hours and minutes. The digital display is designed to operate at a lower light level when the instrument panel lamps are "ON."



IGNITION SWITCH AT "ON" OR "ACCESSORY" POSITION — RADIO "ON" — The radio and clock share the digital display; therefore, either time or frequency can be indicated. If the "radio" button is touched the frequency to which the radio is tuned will be displayed and will change as other stations are selected. If the "clock" button is touched time will be displayed continuously until the radio touch button is depressed. When the radio is switched "OFF", time will be continuously displayed.

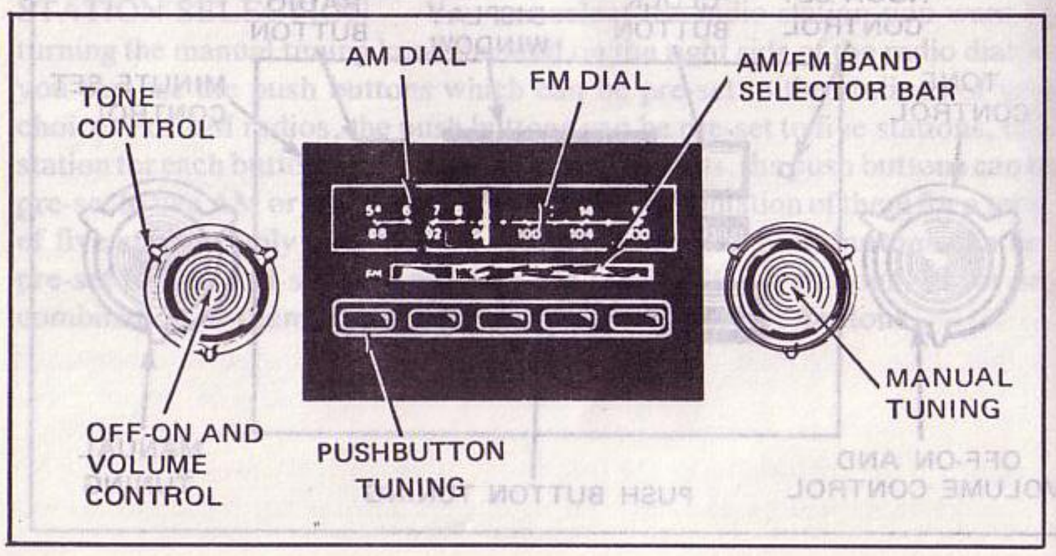
IGNITION SWITCH AT "ON" OR "ACCESSORY" POSITION — RADIO "OFF" — Time is displayed continuously.

IGNITION SWITCH AT "OFF" POSITION — The clock continues to function from battery power when the ignition is off. For a time display, the "clock" touch button must be depressed and held. The radio will not function with the ignition off.

CLOCK TIME SET — Your new clock will require setting to the correct time. You will find the "hour set" control immediately to the left of the "clock" button and the "minute set" control immediately to the right of the "radio" button. These time set buttons are recessed to avoid accidental use. A pencil, paper clip or similar device may be used to reach and depress the button.

Lightly depress the "hour set" control and hold down until the correct hour is shown by the display. Lightly depress the "minute set" control and hold down until the correct minute is displayed.

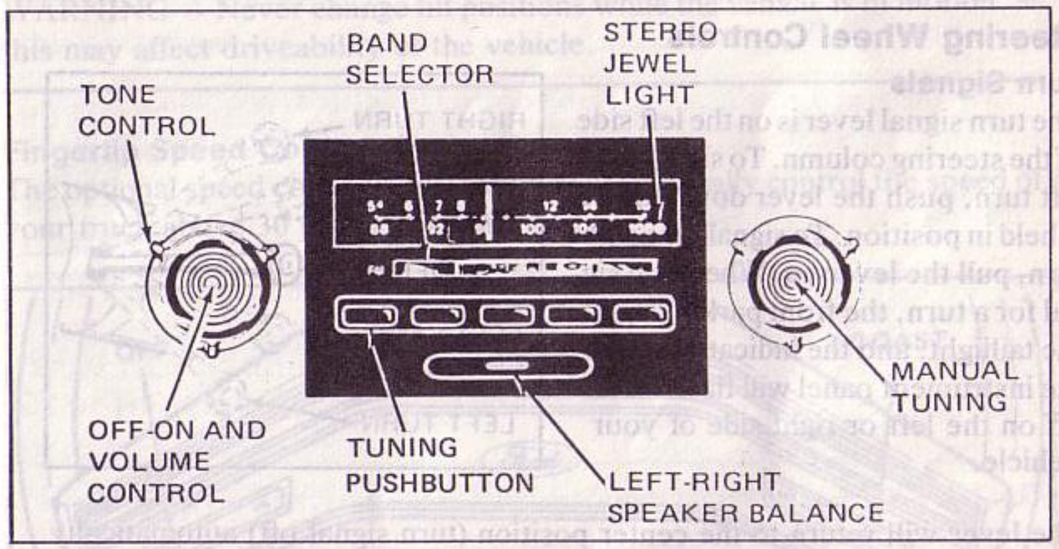
Special Instructions — AM/FM Monaural Radio



BAND SELECTOR BAR — The band selector bar allows you to select either AM or FM broadcasts. Slide the bar, located just below the radio dial, to the left for AM operation. Slide it to the right for FM operation. Use the scale numbered 5.4 through 16 for selecting AM stations and use the scale numbered 88 through 108 for FM stations.

CAUTION — Do not operate the band selector bar if any push button is pulled out.

Special Instructions — AM/FM Stereo Radio



BAND SELECTOR BAR — This band selector bar allows you to select either AM, FM or FM/Stereo broadcasting. Slide the bar, located just below the radio dial, to the left for AM operation. Slide it to the right for FM and FM/Stereo operation. Use the scale numbered 5.4 through 16 for selecting AM stations and use the scale numbered 88 through 108 for FM and FM/Stereo stations.

NOTE — The push buttons must all be depressed and locked before the band selector bar will operate.

RIGHT/LEFT SPEAKER BALANCE — This control, located at the bottom of your radio, allows you to confine the sound to either the right or left speaker, or to balance the sound between both speakers.

STEREO PROGRAM INDICATOR LIGHT — The amber jewel light on the numbered scale will glow when your radio is receiving an FM/Stereo broadcast. It will not illuminate during AM or monaural FM reception.

Remote Control CB Unit (Optional)

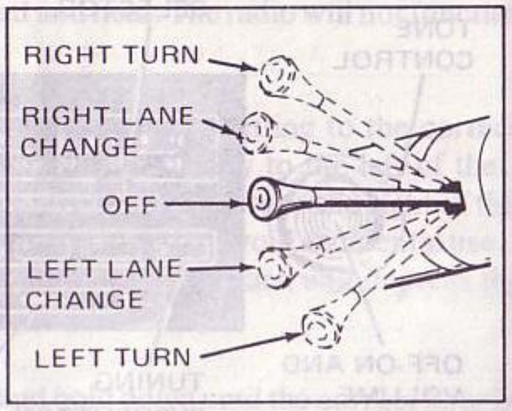
If you order the optional CB radio, you must obtain the proper license before operating. License application, temporary permit, rules and operating manual will be provided with the Citizens Band Radio Package.

The controls for the optional 40-channel CB unit are on the "hand-held" microphone attached to the instrument panel. The microphone can be detached for easy storage. The transceiver itself is hidden inside the cab of the vehicle as an antitheft feature. The CB unit includes an optional disappearing power antenna or a disguised fixed-type antenna. The remote CB can be played directly through the vehicle's radio speakers.

Steering Wheel Controls

Turn Signals

The turn signal lever is on the left side of the steering column. To signal for a left turn, push the lever down until it is held in position. To signal for a right turn, pull the lever up. When you signal for a turn, the front parking light, the taillight, and the indicator light in the instrument panel will flash on and off on the left or right side of your vehicle.



The lever will return to the center position (turn signal off) automatically once you complete your turn, unless the turn is very shallow. If the indicator continues to flash after making a turn, manually return the lever to center position. When you want to change lanes, you can flash your turn indicators without putting the lever in the "hold" position by moving the lever either up or down until the indicator flashes. When you release the lever it will return to the center position.

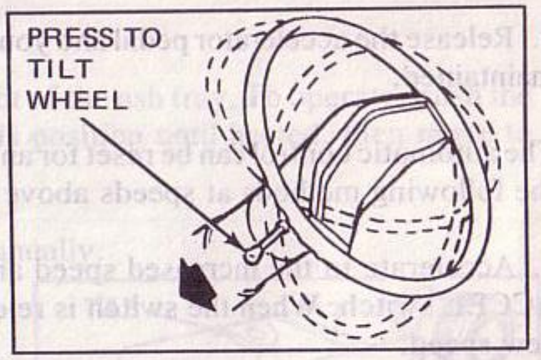
If the turn indicator light on the instrument panel does not flash or remains on continuously when you signal a turn, the signaling system is malfunctioning. Have this condition corrected as soon as possible, making sure in the meantime that you use the accepted hand signals to indicate your driving intentions.

Horn

The horn pad is mounted on the steering wheel crossbar. Regularly check the horn for proper operation. Use the horn sparingly. Sound only when necessary.

Tilt Steering Wheel (Optional)

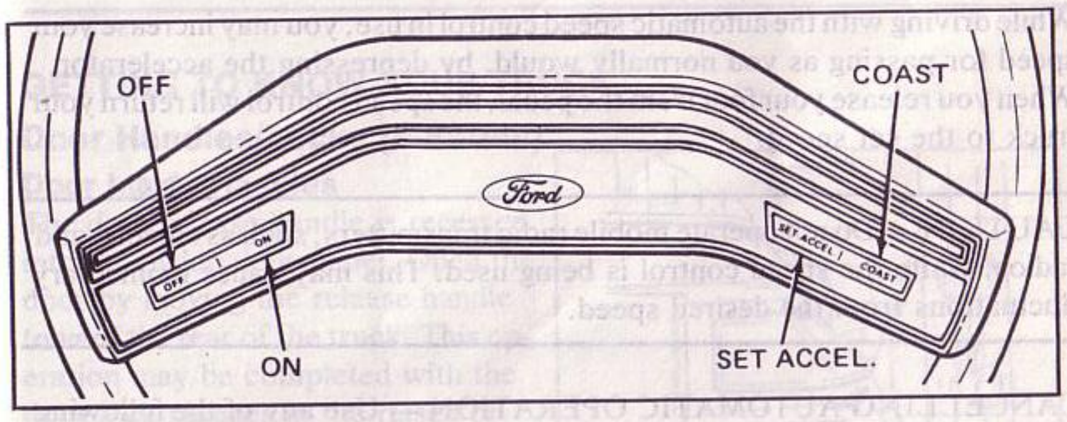
To change the position of your optional tilt steering wheel, press the turn signal lever toward the instrument panel. Then move the steering wheel up or down to the desired position. Release the lever to lock the wheel in place.



WARNING — Never change tilt positions while the vehicle is in motion, as this may affect driveability of the vehicle.

Fingertip Speed Control (Optional)

The optional speed control allows you to automatically control the speed of your truck above 30 mph (50 km/h).



WARNING — Never use the speed control system when driving conditions do not permit maintaining a constant speed, such as in heavy traffic or on roads that are winding, icy, snow-covered or slippery, or with a loose driving surface.

AUTOMATIC OPERATION — The controls used to set the speed control for automatic operation are in the steering wheel spokes.

1. Press the ON switch on the left steering wheel spoke.
2. Accelerate to the speed desired (must be above 30 mph/50 km/h) and momentarily press the SET-ACCEL switch on the right spoke. Do not hold the switch in the depressed position or your vehicle will continue to increase its speed.

3. Release the accelerator pedal and your truck's speed will be automatically maintained.

The automatic control can be reset for an increase in speed by using either of the following methods at speeds above 30 mph (50 km/h).

1. Accelerate to the increased speed and momentarily press the SET-ACCEL switch. When the switch is released, your truck will maintain the new speed.
2. You can also increase the speed by pressing the SET-ACCEL switch until your truck reaches the desired speed. Release the switch and automatic control will resume.

To lower the speed at which automatic control is desired, press the COAST switch on the right steering wheel spoke and hold it. The truck will gradually slow down. When the desired speed is reached, release the switch for automatic control at that speed.

While driving with the automatic speed control in use, you may increase your speed for passing as you normally would, by depressing the accelerator. When you release your foot from the pedal, the speed control will return your truck to the set speed.

CAUTION — Do not operate mobile radio transmitters, such as citizen band radios, while the speed control is being used. This may cause momentary fluctuations from the desired speed.

CANCELLING AUTOMATIC OPERATION — Use any of the following methods to cancel automatic control:

1. Slightly depress the brake pedal. This cancels the automatic control until you press the SET-ACCEL switch.

2. Press the OFF switch on the left steering wheel spoke. The automatic control will remain off until you press the ON switch. The speed control is also cancelled each time the ignition switch is turned off.

NOTE — The automatic speed control should not be used when the road is slippery or has a loose driving surface.

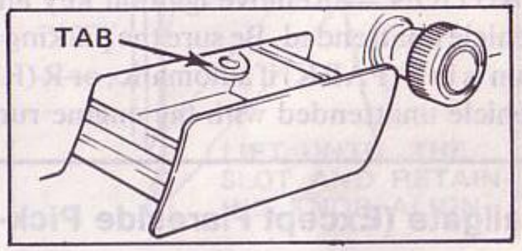
Cigar Lighter (Optional)

The cigar lighter is located to the right of the ash tray. To operate, push the lighter forward. It will remain in this position until heated, then move to original position ready for use.

NOTE — Do not hold lighter in manually.

Ash Tray

To open, grasp the ash tray below the instrument panel surface and slide rearward. To remove, press down on the tab and pull the tray out.



PREVENT FIRES — EXTINGUISH BURNING MATERIALS AND DEPOSIT IN YOUR ASH TRAY.

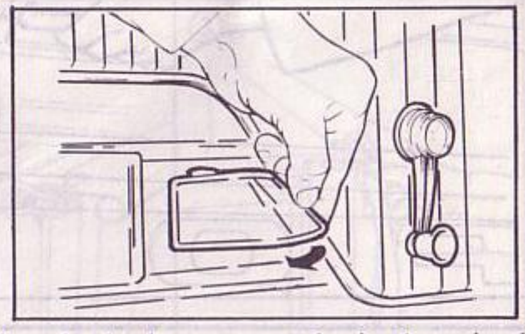
CAUTION — Never use the ash tray as a waste receptacle.

GETTING TO KNOW YOUR TRUCK

Door Handles/Locks (F-Series)

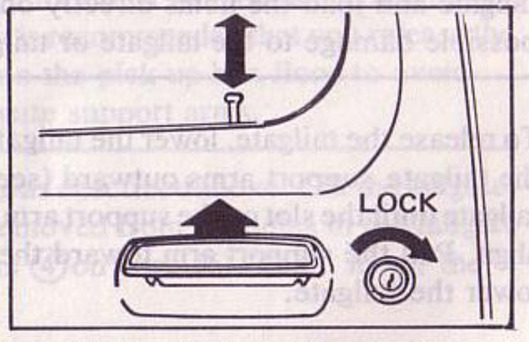
Door Inside Handles

The door release handle is recessed into the inside door panel. Open the door by moving the release handle toward the rear of the truck. This operation may be completed with the door lock plunger in the raised or lowered position except the rear doors on crew cab models where the door lock plunger must be in the raised position.



Door Outside Handles

To open the door from outside the vehicle, pull the door handle up and swing the door open.



Door Locks

Lock all doors before driving your vehicle for greater security and to help keep doors closed in the event of an accident. The doors may be locked from the inside at any time by depres-

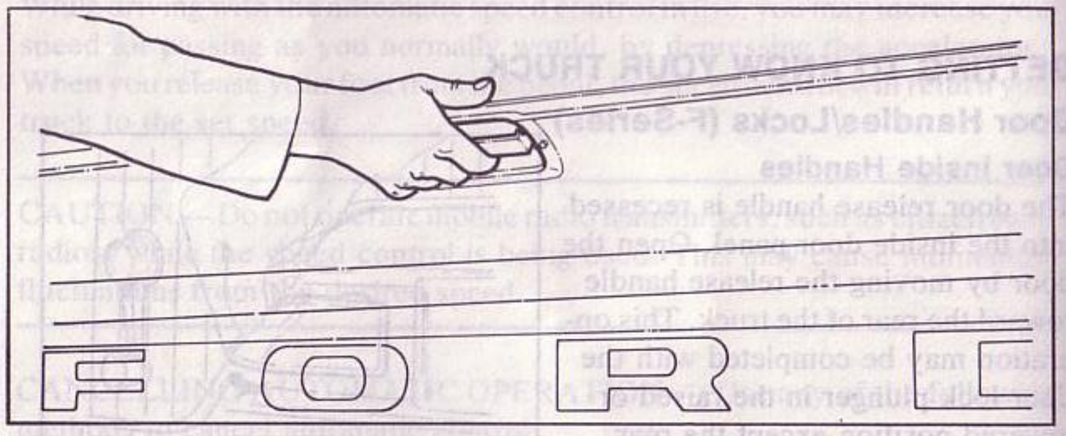
sing the lock plunger. Lock the doors from the outside by depressing the lock plunger and moving the door to the closed position or by using the key.

The rear doors on crew cab models can only be locked by depressing the lock plunger.

CAUTION — Remove ignition key and lock all doors when leaving your vehicle unattended. Be sure the parking brake has been set and the transmission is in P (PARK) if automatic, or R (REVERSE) if manual. Never leave the vehicle unattended with the engine running.

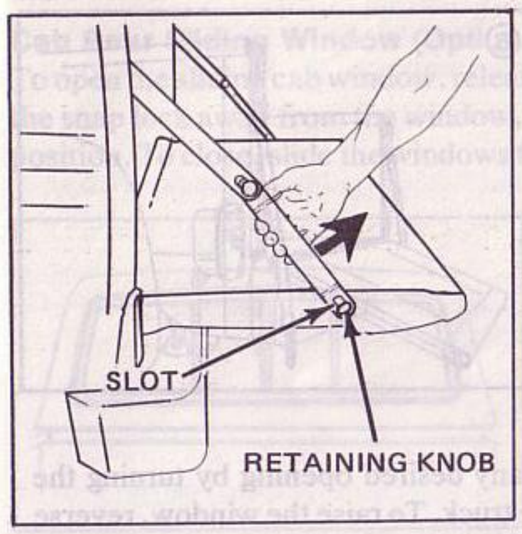
Tailgate (Except Flareside Pick-Up)

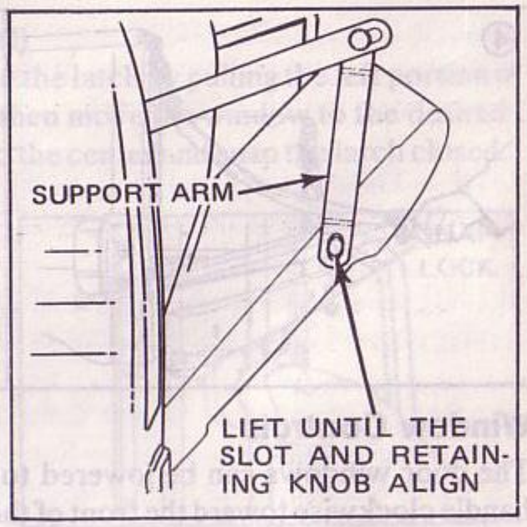
To open the tailgate, lift the latch handle recessed into the rear tailgate panel and lower the tailgate. To close, push inward on the tailgate support arms, raise the tailgate and close with enough force to latch the assembly securely into position. It may be necessary to push inward on the tailgate support arms before the tailgate will close.



CAUTION — The tailgate load should not exceed 500 pounds. When heavy cargo is to be loaded into your vehicle, it is recommended that you release the tailgate and load the items directly onto the pick-up box floor to avoid possible damage to the tailgate or tailgate support arms.

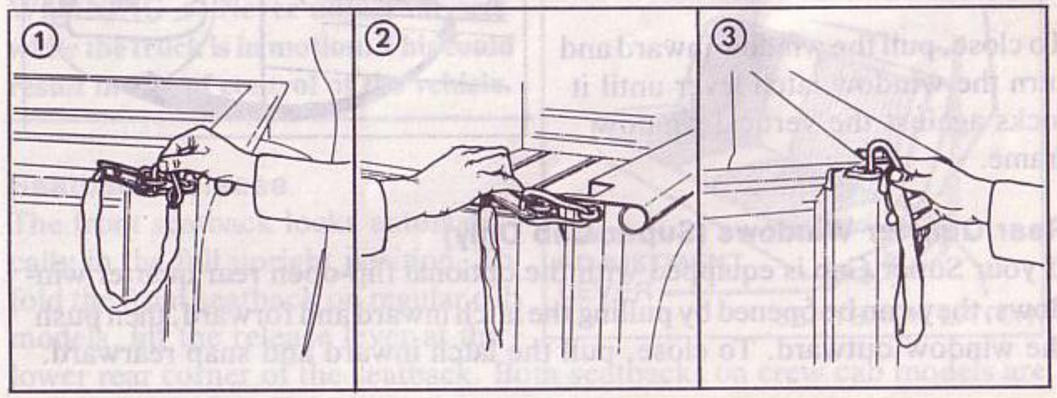
To release the tailgate, lower the tailgate as previously described. Then, pull the tailgate support arms outward (see illustration on page 35) and lift the tailgate until the slot on the support arm and the retaining knob on the tailgate align. Pull the support arm toward the side of the vehicle to release, then lower the tailgate.





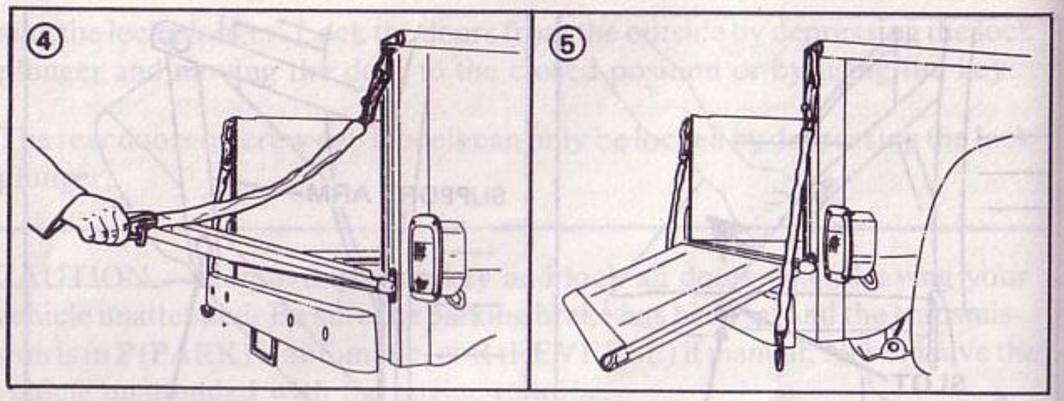
Tailgate (Flareside Pick-Up Only)

To open the tailgate, lift the support chain hook out of the hole at the side of the tailgate (see illustration ①). Pull the release lever outward until it releases from the tailgate flange (illustration ②) and position the support chain hook back into the tailgate hole (illustration ③). Repeat this procedure for the mechanism on the other side of the tailgate. Then, lower the tailgate.



CAUTION — The tailgate load should not exceed 500 pounds. When heavy cargo is to be loaded into your vehicle, it is recommended that you release the tailgate and load the items directly onto the pick-up box floor to avoid possible damage to the tailgate or tailgate support arms.

To release the tailgate, lower the tailgate as described above. Lift the tailgate until the support chain hooks can be removed from the holes in the tailgate and remove the hooks (see illustration ④ on page 36). Then, lower the tailgate (illustration ⑤).



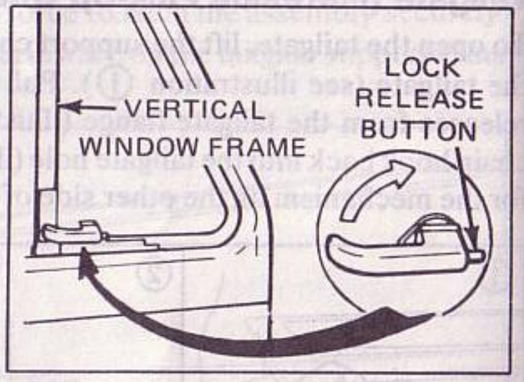
Window Controls

The door windows can be lowered to any desired opening by turning the handle clockwise toward the front of the truck. To raise the window, reverse the procedure.

Vent Window

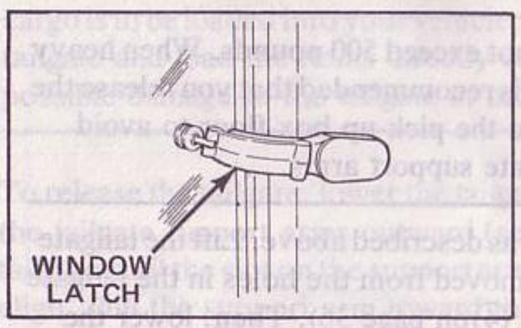
To open the vent window, depress the lock release button and move the window latch lever away from the vertical window frame. Position the window as desired.

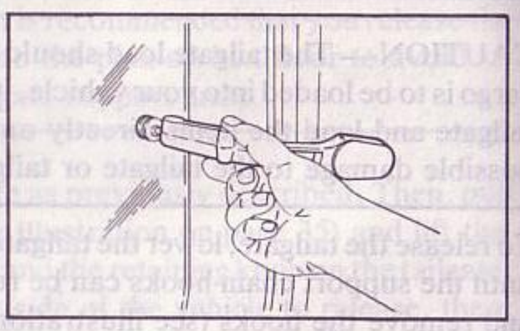
To close, pull the window inward and turn the window latch lever until it locks against the vertical window frame.



Rear Quarter Windows (Super Cab Only)

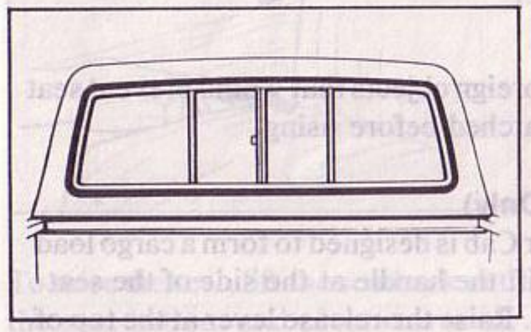
If your Super Cab is equipped with the optional flip-open rear quarter windows, they can be opened by pulling the latch inward and forward, then push the window outward. To close, pull the latch inward and snap rearward.

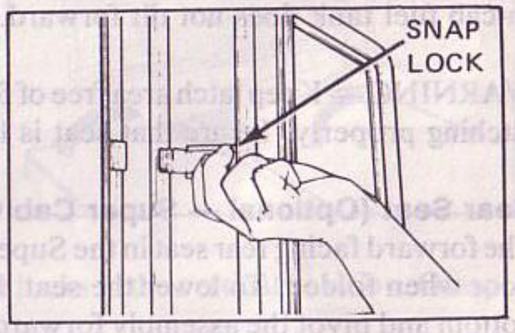




Cab Rear Sliding Window (Optional)

To open the sliding cab window, release the latch by pulling the left portion of the snap lock away from the window, then move the window to the desired position. To close, slide the windows to the center and snap the latch closed.



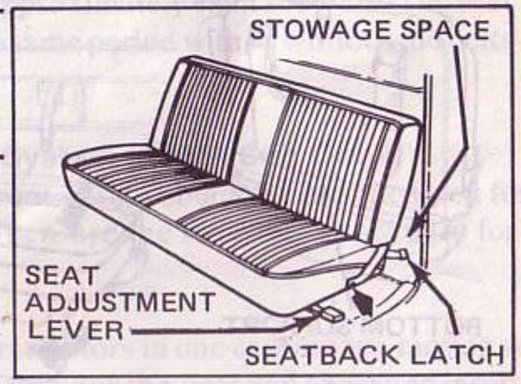


Seats and Controls

Seat Adjustment (F-Series)

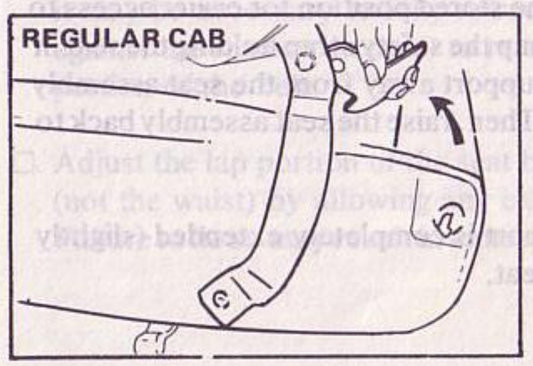
To move the seat forward or back, move the lever at the left side of the seat near the floor rearward and hold it there while you slide the seat to the position that suits you best. Release the lever to lock the seat in place.

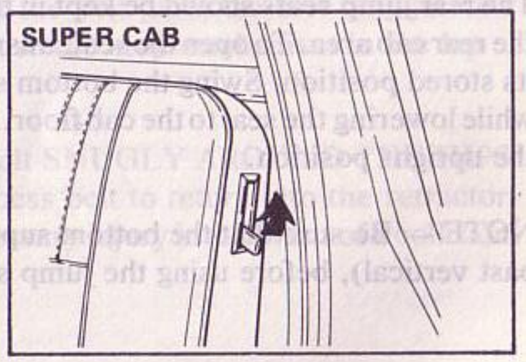
WARNING — Never adjust the seat while the truck is in motion. This could result in loss of control of the vehicle.



Seatback Release

The front seatback locks automatically in the full upright position. To fold the front seatback on regular cab models, lift the release lever at the lower rear corner of the seatback. Both seatbacks on crew cab models are locked and do not tilt forward.





On Super Cab vehicles, fold the seatback forward, while cargo is loaded or passengers are getting into or out of the back cab area, by lifting the release lever on the side of the seatback.

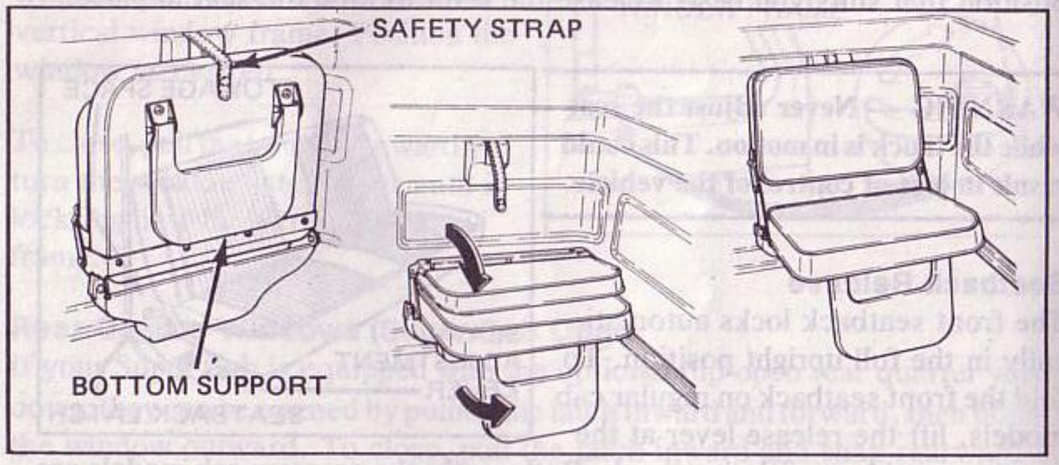
NOTE — The seatback on F-150, F-250 and F-350 regular cab trucks with an in-cab fuel tank does not tilt forward.

WARNING — Keep latch area free of foreign objects that would prevent seat latching properly. Insure that seat is latched before using.

Rear Seat (Optional — Super Cab Only)

The forward facing rear seat in the Super Cab is designed to form a cargo load floor when folded. To lower the seat, lift the handle at the side of the seat bottom and pivot the assembly forward. Raise the release lever at the top of the seatback, on the passenger's side of the vehicle, and lower the seatback.

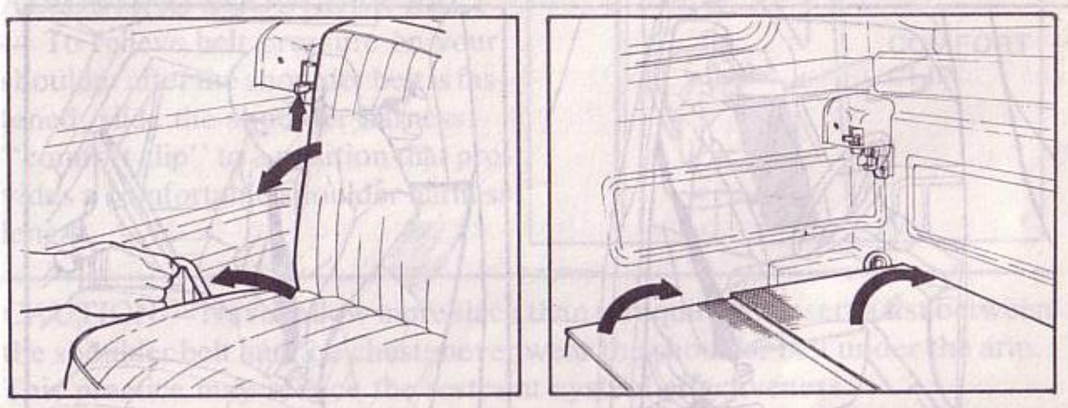
NOTE — The front seat must be moved from the full rearward position prior to folding the rear seat to form a cargo load floor.



Rear Jump Seat (Optional — Super Cab Only)

The rear jump seats should be kept in the stored position for easier access to the rear cab area. To open the seat, unsnap the safety strap holding the seat in its stored position. Swing the bottom support away from the seat assembly while lowering the seat to the cab floor. Then, raise the seat assembly back to the upright position.

NOTE — Be sure that the bottom support is completely extended (slightly past vertical), before using the jump seat.



To raise the seat, lift the seatback until it locks in the vertical position. Grasp the seat bottom and pivot rearward.

Seat Belts

For personal safety and protection, all vehicle occupants front and rear should fasten the lap and lap-shoulder belts. Your truck features a seat belt warning system for the driver's seat and a lap-shoulder belt system for the front seat outboard positions. If the driver does not buckle up before turning the ignition, the buzzer will sound for approximately eight seconds. The seat belt warning light will remain on for the same period with or without the belts buckled.

Dual Retractor Lap-Shoulder Belt System (Super Cab Only)

After entering your truck, adjust the front seat to obtain the best position for your driving comfort and visibility. Then use the following procedure for fastening belts.

- ☐ Pull the lap-shoulder belt from the retractors in one continuous motion so the shoulder portion of the belt crosses your shoulder and chest and insert the belt tongue into the proper buckle until you hear a snap and feel the latch engage. If the pulling motion is interrupted while extending the belt, it may be necessary to fully retract the belt (until the belt tongue rests against the retractor cover) to release the stop mechanism in the lap portion of the belt.
- ☐ Adjust the lap portion of the seat belt SNUGLY AROUND THE HIPS (not the waist) by allowing any excess belt to return into the retractor. Failure to do so may result in unnecessary injury in the event of a collision.

☐ The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel attached to the shoulder belt allows freedom of movement, locking tight only on hard braking or impacts of approximately 5 mph (8 km/h) or more. The reel cannot be made to lock by jerking on the webbing.

CAUTION — Never use a single belt for more than one person.

If you should accidentally jam the lap belt retractor by allowing the belt to retract while twisted, you can free the webbing with this procedure:

1. Use both hands to tighten the webbing on the spool by pulling on the belt.
2. Push the webbing into the retractor until the belt is completely retracted. Repeat step 1 if necessary.
3. Pull the belt out of the retractor as far as it will go and inspect the webbing for foreign material or twisting.
4. Remove the foreign matter or untwist the belt and let the webbing retract.
5. Then, sit in the seat, pull out the lap belt, and buckle up. Do this about five times to make sure the belt retractor operates properly.

ADJUSTING SHOULDER BELT — To relieve belt pressure on your shoulder after the shoulder belt is fastened, slide the shoulder harness "comfort clip" to a position that provides a comfortable shoulder harness length.

CAUTION — Never allow more slack than is required to insert a fist between the shoulder belt and the chest; never wear the shoulder belt under the arm. This practice may reduce the restraint system effectiveness.

Continuous Loop Lap-Shoulder Belt System (All Except Super Cab)

After entering your truck, adjust the front seat to obtain the best position for your driving comfort and visibility. Then use the following procedure for fastening belts.

☐ Pull the lap-shoulder belt from the retractor so the shoulder portion of the belt crosses your shoulder and chest and insert the belt slip tongue into the proper buckle until you hear a snap and feel the latch engage.

☐ The shoulder restraint portion of the belt adjusts automatically to a snug position. The inertia reel allows freedom of movement, locking tight only on hard braking or impacts of approximately 5 mph (8 km/h) or more. The reel cannot be made to lock by jerking on the webbing.

☐ The lap portion of the belt adjusts automatically but be sure the belt is fitted AROUND THE HIPS, not the waist. Failure to do so may result in unnecessary injury in the event of a collision.

Center Lap Belt and Lap Belts for Rear Side Facing Seats (Super Cab)

The center lap belts don't have retractors. To lengthen the belt, tip the tongue at a right angle to the belt, and pull the tongue until the ends can be joined over the lap.

To fasten the belt, insert the tongue into the open end of the buckle until you hear a snap and feel the latch engage. Shorten the belt, if necessary, by pulling on the loose end of the webbing. The belt should be snug across the hips, NEVER ACROSS THE WAIST.

Rear Outboard Belts (Crew Cab and Super Cab with Forward Facing Seat)

To fasten the rear outboard belt, pull the belt out of the retractor with a steady motion and insert it into the buckle until you hear a snap, and feel the latch engage. Adjust the lap belt snugly around the hips, NEVER AROUND THE WAIST, by allowing the slack to return to the retractor.

Unfastening Seat Belts

Push the release button in the buckle and allow the front and rear outboard belts to retract to the fully stowed position.

Seat Belt Maintenance

Seat belt assemblies are maintenance-free; however, they should be periodically inspected to assure that they have not become damaged and that they remain in proper operating condition, particularly if they have been subjected to severe stress.

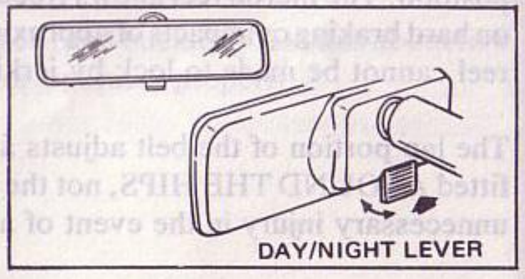
Rallye Bar (Optional)

The optional roll bar is strictly an ornamentation option and is not to be construed as roll-over protection.

Mirrors

Inside Mirror

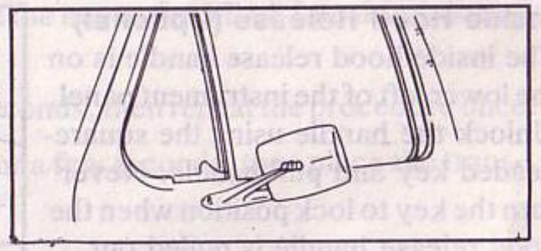
With the seat positioned for proper comfort, adjust the mirror for maximum rearward viewing. To adjust, move the mirror to the required position against the resistance from the ball and socket fitting at the rear of the mirror. Move the adjustment lever on the bottom of the mirror away from you for the day position or toward you for the night position to reduce headlight glare.



DAY/NIGHT LEVER

Outside Mirrors

With the door closed and the seat adjusted for proper comfort, move the mirrors for maximum side viewing capacity by tilting up or down, left or right.

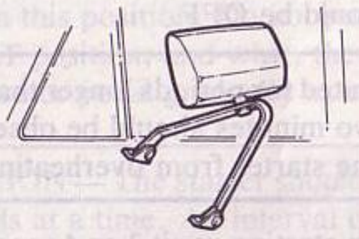


Swing Lock/Low Mount Mirrors (Optional)

The optional Western Mirrors are mounted on the exterior of the door panels in place of the standard outside mirror. Both mirrors should be adjusted by the driver for maximum viewing capacity.

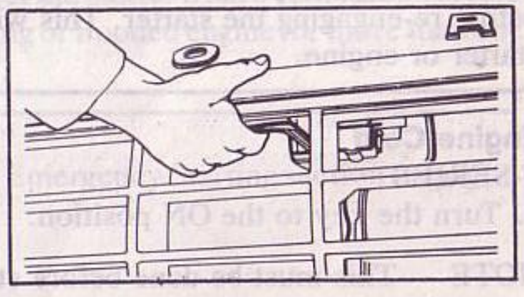
CAUTION — On vehicles equipped with swing-lock outside mirrors, the mirrors should be folded rearward into the body position prior to entering automatic car wash systems. On vehicles equipped with "non"-swing lock mirrors, automatic car wash systems are not recommended as damage to the mirror may result. Special truck wash facilities are recommended regardless of mirror type.

LOW MOUNT SWING OUT WESTERN MIRROR



SWING OUT RECREATION MIRROR

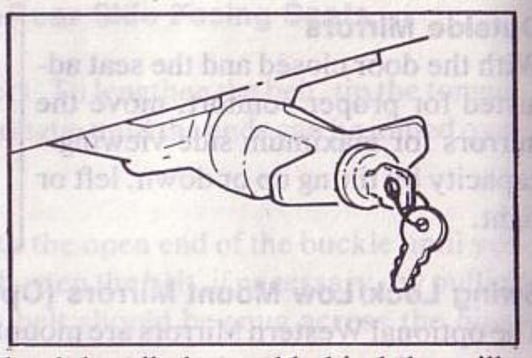
Opening the Hood



The hood release lever on the F-Series truck is located in the top center of the grille. Pull the release lever forward to unlatch the hood; if the hood does not fully open, press the hood downward slightly to allow easier release of the hood latch from its secondary catch position. Always check the hood after closing, to be sure it is securely latched.

CAUTION — Do not release the hood latch unless the transmission is out of gear and the parking brake has been set.

Inside Hood Release (Optional)



The inside hood release handle is on the lower left of the instrument panel. Unlock the handle using the square-headed key and pull handle. Never turn the key to lock position when the hood release handle is pulled out. You cannot pull the key out unless you have relocked the handle. Open the hood by pushing up on the hood latch handle located behind the grille near the center of the vehicle. Raise the hood as stated above.

DRIVING YOUR TRUCK

Starting the Engine

With An Automatic Transmission (Optional)

The transmission selector lever must be in P (PARK) or N (NEUTRAL) before the starter can be engaged.

With A Manual Transmission

Depress the clutch pedal and place the gearshift lever in the NEUTRAL position before engaging the starter.

NOTE — For easier starting, headlights should be OFF.

CAUTION — The starter should not be operated for periods longer than 30 seconds at a time. An interval of at least two minutes should be observed between such cranking periods to protect the starter from overheating.

CAUTION — If the engine stalls or falters in starting, wait 3 or 4 seconds before re-engaging the starter. This will prevent possible damage to the starter or engine.

Engine Cold

F-SERIES

1. Turn the key to the ON position.

NOTE — This must be done before step 2, not after.

2. Depress the accelerator pedal all the way to the floor, then release it slowly.

NOTE — 8-cylinder engines only — if the air temperature is below 0°F (−18°C), or the vehicle has been idle for several days, depress the accelerator two or three times before starting.

3. With your foot OFF the pedal, turn the key to the START position. When the engine starts, release the key.

4. If engine fails to start, wait 3 or 4 seconds, then repeat the procedure once.

5. After starting, let the engine idle for a few seconds, then place the transmission in gear.

CAUTION — During periods of cold weather, at or below freezing, or if the pavement or driveway is slippery, the engine should be permitted to warm up for a longer period (about one minute) before engaging the transmission and attempting to drive. During such warm-up, the engine idle speed should be reduced after about 30 seconds by depressing the accelerator pedal slightly and releasing it. If engine speed is reduced before proper warm-up, the engine may stall upon transmission engagement and require restarting.

Engine Warm

If the engine is warm, turn ignition key to ON, depress the accelerator pedal about one-fourth to one-half of its travel and hold it there. (Do not pump the pedal.) Then turn the ignition key to the START position, releasing it when the engine starts.

Engine Flooded

To start a "flooded" engine, depress the accelerator pedal to the floor and hold in this position. Do not pump the pedal. Turn the ignition key to the START position, and when the engine starts, release the key. Release the accelerator pedal gradually as engine speed increases.

CAUTION — The starter should not be operated for periods longer than 30 seconds at a time. An interval of at least two minutes should be observed between such cranking periods to protect the starter from overheating. Avoid attempting to start an intermittently firing or flooded engine for more than one minute of starter cranking time.

NOTE — For other conditions, see the Emergency Starting section on pages 76-77.

Tappet Noise

It is normal for the oil to leak down from the hydraulic tappets in your engine during extended shut-down periods (overnight). As a result, these tappets may clatter for a few seconds after the engine starts until oil pressure builds up. This momentary start-up noise is normal and is not detrimental to engine operation.

New Vehicle Break-In

Your new truck will not require an extensive "break-in", although we recommend that you avoid extended high speed driving for the first 1000 miles (1600 km) of operation. Also, try not to drive continuously at the same speed as parts tend to better adjust themselves to other parts if various speeds are used during the first 1000 miles (1600 km). Try not to make severe brake applications until after 100 miles (160 km) of in-city or 1000 miles (1600 km) of highway operation, to allow the brake linings to seat against the brake rotors and drums. These few simple suggestions are designed to help you secure the long life capabilities already built into your vehicle.

NOTE — Do not tow a trailer during the first 500 miles (800 km) of operation.

A break-in oil is not used. The oil in the engine crankcase is the same specified type as you will use in regular changes. Change the oil and replace the filter at the regular time or mileage interval given in the Maintenance Schedules. Higher than normal oil consumption may be encountered prior to the first recommended scheduled oil change. See pages 108-110 for oil change information. Addition of anti-friction components or special "break-in" oils is not recommended during the first few thousand miles of operation, since these additives may prevent piston ring seating.

Tighten wheel lug nuts after 500 miles (800 km) of operation following the instructions on page 84.

Economy Tips

1. Start gradually. Accelerate gently. Drive at steady speeds:
Wherever possible, vary your vehicle's speed as little as possible. Fast starts and sudden bursts of speed are the main causes of excessive fuel consumption in ordinary driving. By accelerating more slowly, you will use less power and gasoline to move the vehicle the same distance.

2. Drive at moderate speeds:
Your truck's best economy is at steady speeds between 35 and 55 mph (55 and 90 km/h). The faster you drive your vehicle, the greater your fuel costs. Do not expect top fuel economy until the engine is broken in. This usually takes 2000 miles (3200 km) or more.

3. Avoid hard braking:
Each brake application means a loss of energy created to get your vehicle up to speed. You will save gas if, instead of rushing up to a red traffic light or stop sign, you simply let up on the accelerator pedal so the vehicle does most of the slowing down itself.

4. Shut off ignition when parked:
An idling engine uses a richer mixture to prevent stalling. Thus, whenever the vehicle is parked, turn off the engine to conserve fuel.

5. Tire pressures:
Keep tires up to recommended pressures as shown on the Safety Certification Decal for your vehicle's original equipment tires (page 48). Correct pressure will improve economy, especially when carrying heavy loads, and provide adequate load carrying capacity.

6. Keep your vehicle in condition.
Have your authorized dealer regularly perform the Ford maintenance operations called for on the maintenance schedules in this guide.

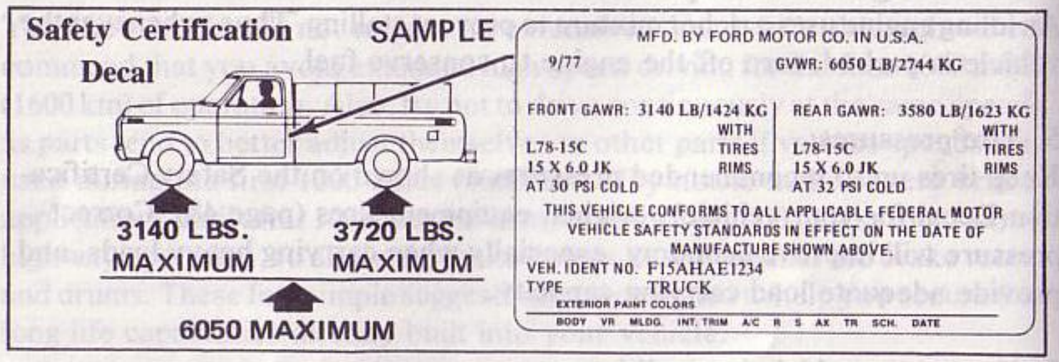
7. If your vehicle is equipped with a manual transmission, fuel economy can be improved by shifting at the lowest possible speed without encountering engine "lugging" or clutch slippage. See pages 52-60 for the proper shift ranges.

Vehicle Loading Information

Your Ford truck has been designed to give you its best performance when it is properly loaded. Cargo should be evenly distributed over the floor of the cargo area. If a very dense or concentrated load is carried, care must be taken to center the load in the cargo area. Cargo should always be secured to prevent it from shifting and causing damage in the event of a sudden maneuver.

Once you have reached the weight capacity of the vehicle, do not add more, even if there is space available.

Your vehicle's load capacity is designated by weight, not volume, thus with large or heavy loads, you cannot necessarily load the vehicle until all available space is full. Maxium safe vehicle weights (front, rear, and total) as well as tire and rim sizes and inflation pressures are specified for your truck on the certification decal on the door rear pillar. A sample certification decal with typical example numbers and an explanation of how this information should be usd is given on the following page.



NOTE — Do not use the sample numbers on the safety certification decal shown. Use the actual numbers that appear on your vehicle.

G.V.W.R. (Gross Vehicle Weight Rating) — The maximum loaded weight at which the vehicle is to be operated.

G.A.W.R. (Gross Axle Weight Rating) — The maximum loaded weight of each axle measured at the ground. These ratings are attainable only with the tires inflated to the specified pressures. However, if one axle is loaded to its maximum gross axle weight, the total weight on both axles at the ground cannot exceed the vehicle's rated gross vehicle weight.

The total weight for the example vehicle (not yours) must not exceed 6050 pounds with the front tires inflated to 30 psi cold, and the rear tires to 32 psi cold, and including full fuel tank(s), vehicle equipment, and occupants, as well as the cargo load.

Note that the driver and passengers are part of the vehicle load.

Due to the variety of engines, axles and accessories available on Ford trucks, each vehicle is subject to different maximum load weights. If you suspect that your camper or payload is excessive, have your vehicle weighed by axle at a highway weigh station or appropriate commercial facility.

Weigh the total vehicle, then weigh the vehicle at the front and rear wheels. The GVWR and GAWR's should not be exceeded. To assure proper vehicle handling, the load should also be balanced from side to side.

A loaded vehicle handles differently than an empty one. Be prepared for:

- ☐ Longer stopping distances
- ☐ Slower acceleration
- ☐ More leaning on turns
- ☐ Different steering response

The safety certification decal on your vehicle door frame lists the rim and tire size as well as the tire inflation pressure in psi for your vehicle's original equipment. In addition, tire size and pressures are shown on the tire specification charts on pages 157-177. Always refer to these figures when servicing your vehicle. See comments on routine service for tire/wheel replacement on pages 120-123.

Refer to the 1978 Consumer Information sheet on truck camper loading for information on slide-in camper loading.

CAUTION — Never load your vehicle in excess of either the GVWR or the GAWR's specified on the safety certification decal. Overloading can void the new vehicle warranty, shorten vehicle life, and create serious potential safety hazards. The use of selected heavier suspension components (after-market installation) does not increase the rated vehicle capacity.

Operating Precautions

There are many additional improvements which are "built in" your new Ford truck — they won't be visible nor do they need operating instructions. Don't forget, though, that the most important safety factor in highway transportation today is you, the driver. Learn to use your safety equipment, and keep the following points in mind:

☐ Make sure all doors are closed and locked before you drive off. Fasten your seat belt.

☐ Every time you leave your vehicle, set your parking brake. Put manual transmission in reverse gear or into P(Park) with an automatic transmission.

☐ Be sure all occupants buckle their seat belts before you drive off.

☐ If your truck is equipped with power steering, do not position the steering wheel so the front wheels are turned and held against the stops (extreme right or left turn) for more than 2 seconds. This could damage your truck's power steering pump and cause overheating of the power steering fluid.

☐ Use both rear view mirrors and your turn signal before changing lanes.

☐ Keep tires inflated to recommended pressures and replace tires when the tread wear indicators appear (see page 121).

☐ In the event your vehicle is disabled or you have stopped for an emergency on the highway, use your hazard warning flasher system.

☐ The optional engine throttle control should be limited to use when the vehicle is not in motion.

☐ Be sure to check all instruments or gauges for proper operation after starting the engine.

☐ Drive defensively — the driver of that other vehicle can make a mistake.

☐ When operating any vehicle equipped with a snow plow, plowing long runs at normal speed can result in snow splashing over the top of the plow onto the windshield causing restricted visibility. Also be aware of snow splashing over the top of the plow blade into the radiator and/or grille blocking off the normal cooling of the radiator which may cause an overheating condition.

Check The Exhaust System

Periodically check the complete exhaust system including heat brush shields, all exhaust system fasteners and nearby body areas for broken, damaged, loose, or missing parts. Check the exhaust system for open seams, cracks, holes, loose connections, or other deterioration which could permit exhaust fumes to seep into the vehicle or result in violations of local noise laws. Any needed repairs should be made without delay. Check grass shields for debris at regular service intervals (see maintenance recommendations).

Warning — Exhaust Fumes

EXHAUST GASES, PARTICULARLY CARBON MONOXIDE, CAN BE HARMFUL AND ARE POTENTIALLY LETHAL.

WARNING — Never operate the engine in closed areas. Never sit in a parked or stopped vehicle for any extended amount of time with the engine running.

Carbon monoxide is colorless and odorless, but can be present with all other exhaust fumes. Therefore, if you ever smell exhaust fumes of any kind inside your vehicle, immediately report such condition to your dealer and have him correct the condition. Do not drive with exhaust fumes present.

In order to guard against the possible entry of carbon monoxide into your vehicle, the exhaust system and body ventilation system should be properly inspected by a competent mechanic:

☐ Each time the vehicle is raised for servicing;

☐ Whenever you detect a change in sounds from the exhaust system;

☐ Whenever any part of the vehicle has been damaged.

In order to afford proper ventilation, all air inlet vents should be kept clean of snow, leaves and other debris.

If you find it necessary to run the engine in an unconfined area for more than a short length of time, adjust the heating or cooling system to draw outside air into the vehicle as follows:

1. If you have a conventional heating system, set the fan speed to medium or high, with the function control lever set at any position except OFF.

2. If your truck is equipped with air conditioning or deluxe Hi-Lo heater, set the fan speed to medium or high speed and the function control lever to any position except OFF. Also, set the temperature control lever to the right of the mid-position.

To prevent the possibility of dangerous gases being drawn into the vehicle, tailgates, rear doors and rear windows should be kept closed while the truck is in motion. If it is necessary for such windows to remain open, the following precautions should be observed:

☐ Adjust your air control system to force outside air into the vehicle.

☐ If your vehicle has outside air control vents, open them fully.

CAUTION — EXHAUST SYSTEM TEMPERATURES MAY BE HIGHER DUE TO EMISSION CONTROL DEVICES NEEDED TO COMPLY WITH GOVERNMENT MANDATED EMISSION STANDARDS.

To help avoid possible injury or damage to the vehicle or the environment, the following precautions should be observed:

☐ Avoid extended (in excess of 10 minutes) and unnecessary idling, particularly extended idling on the high step of the fast idle cam or at other "high" engine speeds or after sustained high engine speed operation (in excess of 75 mph (120 km/h) — where permitted by law). If extended idling occurs or is anticipated beyond 10 minutes, you should shut down the engine. Restart when conditions are appropriate. Within about 30 seconds after starting a cold engine, you should depress and release the accelerator pedal to produce a lower idle speed. In addition, you should avoid idling in dry grass or other dry ground cover (see maintenance recommendations with regard to keeping grass shields free of debris).

☐ Avoid operation under conditions of malfunction or neglect (disregard for recommended maintenance of the ignition system, fuel system, and emission control system). It is important that you have your vehicle examined at the first indication of any significant depreciation in its normal performance. Such indications include, but are not limited to, extended dieseling (more than five seconds of engine run-on with key off), persistent misfiring, heavy surging, repetitive stalls or backfires, fluid leakage, odor, smoke, loss of oil pressure or charge indicator or over-temperature warning.

☐ If passengers are to be carried in a manner that permits prolonged skin contact with the metal floor, adequate insulation should be provided.

Driving With A Manual Transmission

3-Speed Transmission

This transmission is fully synchronized for up and down shifts in all forward gears. The shift pattern is the familiar "H" (see illustration on page 53). All vehicles with 3-speed manual transmission should be driven from a standing position in FIRST GEAR.

To Operate This Transmission

With the engine running, the vehicle at a standing position and the shift lever in neutral, push the clutch pedal fully to the floor board and move the shift lever to first gear. Depress the accelerator slowly, releasing the clutch at the same time. Increase your speed to the recommended 1-2 shift schedule speed, release the accelerator pedal, depress the clutch pedal fully and move the shift lever through the neutral position to second gear. Release the clutch pedal and accelerate to the recommended 2-3 shift schedule speed.

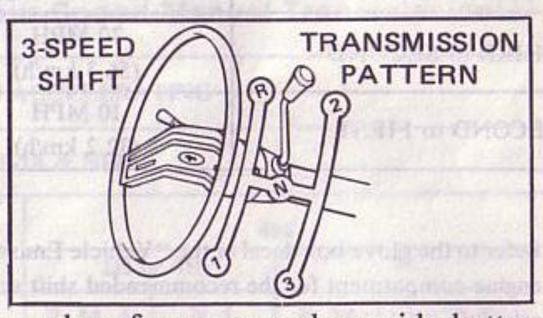
Release the accelerator pedal, depress the clutch pedal fully and shift to third gear. Release the clutch pedal and accelerate to the desired speed.

To Stop The Vehicle

Release the accelerator pedal and apply the brake. Do not depress the clutch pedal until the vehicle speed is reduced to approximately 10-15 mph (16-24 km/h). Depress the clutch while applying the brake when coming to a complete stop.

The vehicle must be completely stopped before shifting into reverse. To park the vehicle in gear, use the reverse gear position and set the parking brake.

General Shifting Instructions



Make full use of the gears. When it is necessary to reduce speed in heavy traffic, or when driving up steep hills in third gear, downshift to second or first gear before the engine starts to labor. Downshifts at the right time (page 54) improve both fuel economy and performance and provide better acceleration when you need to increase your speed again. On steep downgrades, downshifting the transmission helps to maintain safe speed and to prolong brake life.

Recommended Shift Speeds — Three Speed Manual Transmission①

UPSHIFTS WHEN ACCELERATING					
	SHIFT SCHEDULES				
	Part Throttle①				Full Throttle
CONDITIONS	Q, L	S, K	T, J	Z, M	ALL
FIRST to SECOND	20 MPH (37.2 km/h)	10 MPH (16.1 km/h)	10 MPH (16.1 km/h)	15 MPH (24.1 km/h)	30 MPH (48.3 km/h)
SECOND to THIRD	30 MPH (48.3 km/h)	20 MPH (32.2 km/h)	25 MPH (40.2 km/h)	25 MPH (40.2 km/h)	45 MPH (72.4 km/h)

MAXIMUM DOWNSHIFT SPEEDS		
	SHIFT SCHEDULES	
	MAXIMUM SHIFT SPEEDS	
CONDITION	J, K, S, T, Q, L,	Z, M
THIRD to SECOND	30 MPH (56.3 km/h)	30 MPH (64.4 km/h)
SECOND to FIRST	10 MPH (32.2 km/h)	15 MPH (32.2 km/h)

①Refer to the glove box decal or the "Vehicle Emissions Control Information" label located in the engine compatment for the recommended shift schedule. If no schedule is designated use shift schedule "Z".

4-Speed Transmission

This transmission is synchronized in SECOND, THIRD and FOURTH gears which means that shifting can be achieved while on the move in these gears. The shift pattern is etched on the gear lever knob. Driving from a standing position in SECOND gear is recommended in moving a vehicle with a manual 4-speed transmission unless the vehicle has a significant load or is on a significant grade, in which case FIRST gear should be used.

To Operate This Transmission

First make sure the gear shift lever is in neutral position. Then press the clutch pedal fully to the floor. Now start the engine. Move the gear shift lever to the first (low) gear position. Depress the accelerator slowly, while letting out the clutch gradually but firmly at the same time, so that the vehicle moves slowly away. During accelerations, upshift the transmission at the speeds shown in the chart.

4-SPEED TRANSMISSION SHIFT PATTERN

Recommended Shift Speeds — Four-Speed Manual Transmission①

UPSHIFTS WHEN ACCELERATING						
	WARNER T-18 & NPG					
CONDITION	4x2		4x4			
			2H or 4H		4L	
SHIFT SCHEDULES	P, M, J	N, L	P, M, J	N, L	P, M, J	N, L
FIRST to SECOND***	10 MPH (16.1 km/h)	10 MPH (16.1 km/h)	10 MPH (16.1 km/h)	10 MPH (16.1 km/h)	5 MPH (8.0 km/h)	5 MPH (8.0 km/h)
SECOND to THIRD	15 MPH (24.1 km/h)	20 MPH (32.2 km/h)	15 MPH (24.1 km/h)	20 MPH (32.2 km/h)	7 MPH (11.2 km/h)	10 MPH (16.1 km/h)
THIRD to FOURTH	25 MPH (40.2 km/h)	30 MPH (48.3 km/h)	25 MPH (40.2 km/h)	30 MPH (48.3 km/h)	12 MPH (19.3 km/h)	15 MPH (24.1 km/h)

*** Driving from a standing position in SECOND gear is recommended in moving a vehicle with a manual 4-speed transmission unless the vehicle has a significant load or is on a significant grade, in which case FIRST gear should be used.

MAXIMUM DOWNSHIFT SPEEDS			
WARNER T-18 & NPG			
CONDITION	4x2	4x4	
		2H or 4L	4L
SHIFT SCHEDULES	ALL	ALL	ALL
FOURTH to THIRD	55 MPH (88.5 km/h)	55 MPH (88.5 km/h)	27 MPH (43.5 km/h)
THIRD to SECOND	30 MPH (48.3 km/h)	30 MPH (48.3 km/h)	15 MPH (24.1 km/h)
SECOND to FIRST	0 MPH (0 km/h)	0 MPH (0 km/h)	0 MPH (0 km/h)

① Refer to the glove box decal or the Vehicle Emission Control Information decal for the recommended shift schedule.

To Stop The Vehicle

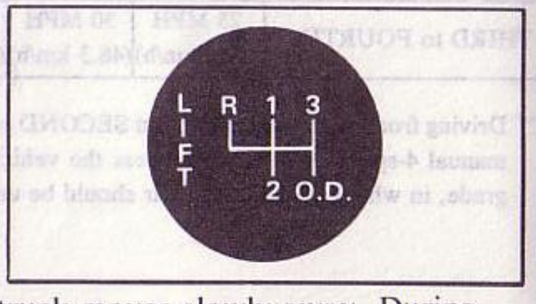
Release the accelerator and apply the brakes. Press down on the clutch pedal only after the vehicle slows down to 10 to 15 mph (15 to 25 km/h). Then continue to use the brake to completely stop the vehicle.

4-Speed Overdrive Transmission

This transmission is fully synchronized for up and down shifts in all forward gears. The shift pattern is etched on the gear shift knob. When shifting into reverse from neutral, lift slightly and move the shift knob to the left from neutral into the reverse gate. Then move the knob forward into reverse gear position.

All vehicles with 4-speed overdrive transmissions should be started from a standing position in low gear. Do not start vehicle in second gear.

To Operate This Transmission



First make sure the gear shift lever is in neutral position. Then press the clutch pedal fully to the floor. Now start the engine. Move the gear shift lever to the first (low) gear position. Depress the accelerator slowly, while letting out the clutch gradually but firmly at the same time, so that the truck moves slowly away. During accelerations, upshift the transmission at the speeds shown on page 57.

Recommended Shift Speeds — Four Speed Overdrive Manual Transmission①

UPSHIFTS WHEN ACCELERATING			
	SHIFT SCHEDULES		
CONDITION	Q②,L②	X ②, J ②	K ②, M ②, Y②, Z②
FIRST to SECOND	20 MPH (32.2 km/h)	10 MPH (16.1 km/h)	15 MPH (24.1 km/h)
SECOND to THIRD	30 MPH (48.3 km/h)	25 MPH (40.2 km/h)	25 MPH (40.2 km/h)
THIRD to FOURTH	40 MPH (64.4 km/h)	35 MPH (56.3 km/h)	40 MPH (64.4 km/h)

MAXIMUM DOWNSHIFT SPEEDS	
	SHIFT SCHEDULES
CONDITION	X ②, J ②, K ②, M ②, Y ②, Z②, Q②, L②
FOURTH to THIRD	55 MPH (88.5 km/h)
THIRD to SECOND	35 MPH (56.3 km/h)
SECOND to FIRST	20 MPH (32.2 km/h)

①Refer to glove box decal.

②Once the vehicle reaches the desired road speed, the transmission should be shifted directly into fourth gear as soon as possible to maintain best fuel economy.

To Stop The Truck

Release the accelerator and apply the brakes. Press down on the clutch pedal only after the vehicle slows down to 10 to 15 mph (16 to 25 km/h). Then continue to use the brake to completely stop the truck.

Here are several important points to remember when driving your 4-speed overdrive shift transmission:

- The clutch pedal must be pressed down all the way to the floor when shifting from one gear to another.
- In city traffic or situations where stop and go conditions prevail it is recommended not to use overdrive gear. Shift as if you were driving a 3-speed transmission.
- When you have to slow down in heavy traffic or while driving up steep hills, shift to SECOND (or FIRST if required) before the engine starts to labor. Such downshifting reduces the chance of stalling and gives better acceleration when you need to increase your speed again. While driving downhill, shifting to THIRD or even SECOND helps to maintain safe speed. Your fully synchronized transmission allows you to shift into FIRST smoothy while your truck is in motion. To avoid possible damage to the clutch, however, don't shift to FIRST when your truck is moving rapidly. See shift schedule for maximum downshift speeds.
- Where steady driving conditions exist, shift into overdrive gear. This permits the engine to run at lower rpm for the same road load conditions. This in turn will reduce the fuel consumption. See shift schedule for upshift speeds.
- To park your truck, shift to the REVERSE position and set your parking brake when you leave your truck.
- To shift to reverse from neutral, press down on the clutch pedal, and lift up on the gear shift knob while in neutral. Maintain upward pressure, pull the shift lever to the left, and move the gear shift to the reverse position shown on the knob. Release the clutch pedal, always bring your truck to a complete stop before shifting into or out of R (REVERSE).

CAUTION — To avoid premature clutch wear and/or damage, do not drive with your foot resting on the clutch pedal, or use it to hold the truck at a standstill on an up-grade, as when waiting for a traffic light. Failure to observe these instructions could result in unnecessary clutch wear or possible damage to the engine or transmission.

Driving With A Manual Transmission

CLUTCH — When shifting, fully depress the clutch pedal, then release the pedal slowly and simultaneously modulate the accelerator pedal to keep the engine from overspeeding or lugging down. To avoid premature clutch wear and failure, do not "ride" the pedal; that is, do not drive with your foot resting on the pedal.

NOTE — The clutch pedal free travel **must be ¾ to 1½ inch (19-38mm) to prevent clutch slippage and excessive clutch disc wear.** Free travel is the short distance the clutch pedal travels before there is a noticeable increase in pressure.

Do not overspeed the engine when shifting gears. On the other hand, the engine must not be allowed to "lug" or labor before shifting to a lower gear ratio; the emission control systems installed on the engine will not operate correctly under these conditions. Downshifting to a lower gear when descending steep grades helps to maintain a safe speed and prolong brake life. In all cases, be sure to follow the recommended shift speeds given on the next page.

The 3-speed and 4-speed manual transmissions should be shifted at the speeds specified in the chart. Recommended shift points will vary within the prescribed ranges, depending upon vehicle loading conditions:

Operating Tips for 3-Speed, 4-Speed, and 4-Speed Overdrive Transmissions

☐ When stopped on an upgrade, do not hold the truck with the engine. Use the service brakes.

☐ Use the gear which will maintain the desired road speed while keeping the engine above two-thirds of the recommended maximum (or governed) speed.

☐ For extremely hard pulls at low road speed, shift to a lower gear.
☐ Never shift into an unsynchronized gear until the vehicle is completely stopped.
☐ Do not "ride" the clutch pedal. This produces a partly disengaged condition that will result in clutch damage and premature clutch wear.
☐ When parking or leaving your vehicle unattended, even for a few minutes, remove the ignition key, place the selector lever in FIRST gear or REVERSE, and fully apply the parking brake.
☐ All loaded vehicles with 4-speed manual transmissions should be driven from a standing position in FIRST gear to minimize premature clutch wear. Starting a loaded vehicle in SECOND gear may result in excessive clutch slippage causing excessive clutch wear.

Driving With An Automatic Transmission

Engine Starting — Use the P (PARK) position for engine starting and engine idling (except normal driving). Shift into R (REVERSE) or D (DRIVE) to move the truck.

P (PARK) — This position locks the rear wheels and the transmission whether or not the engine is running. Always come to a complete stop before shifting into P (PARK). You cannot shift into or out of the P (PARK) position without lifting the lever towards you.

WARNING — Do not use the P (PARK) position in place of the parking brake. Always set the parking brake, shift in P (PARK), and turn off the ignition when you leave the vehicle, even momentarily. Never leave the vehicle unattended while the engine is running.

CAUTION — In shifting into the P (PARK) position, make sure that the shift lever has been pushed as far as it will go in a counterclockwise direction, and cannot be moved without lifting.

R (REVERSE) — Truck must be fully stopped before shifting into or out of reverse, except when "rocking" the vehicle.

N (NEUTRAL) — In the N (NEUTRAL) position, there is neither forward nor reverse gear engagement. N (NEUTRAL) may be used for engine starting with the brakes applied.

CAUTION — In this position the wheels are not locked. If you start the engine in this position, make sure the parking brake has been set.

D (NORMAL DRIVE POSITION) — Truck starts in low and shifts automatically to second and high.

2 (SECOND GEAR MANUAL) — For slippery surfaces, traffic braking, or steep descents. The vehicle starts and remains in second. Do not shift into 2 (SECOND) at speeds above 55 mph (90 km/h).

1 (LOW GEAR MANUAL) — Truck starts and remains in low gear for sustained pulling power, or braking on hilly roads. When downshifting, move selector lever from D (DRIVE) to 2 (SECOND) to 1 (LOW), the truck remains in second gear until approximately 21-39 mph (34-63 km/h) (depending on the tire size and axle ratio) before shifting to 1 (LOW) gear. To avoid skidding, do not shift into LOW above 20 mph (30 km/h) on slippery surfaces. Under normal road conditions the transmission can be shifted to LOW at speeds up to 55 mph (90 km/h).

NOTE — On F-Series trucks the lighted shift dial brightness is controlled by the light switch.

ACCELERATOR DOWNSHIFTS — In D (NORMAL DRIVE POSITION) — At speeds between 35 and 55 mph (55 and 90 km/h), depending upon tire size and axle ratio, you can get the quick power and acceleration needed to pass moving vehicles or to climb steep grades by flooring the accelerator pedal to downshift from high to second gear. A forced downshift from second to first gear is possible in D (NORMAL DRIVE) at speeds under 35 mph (56 km/h).

Four Wheel Drive

Full Time and Part Time Transfer Case

The main difference between full time and part time four wheel drive is a transfer case which includes an interaxle differential. On vehicles with full time four wheel drive, this differential in the transfer case allows driving forces to be continually transferred to both the front and rear axles; it compensates for the difference in front and rear axle speeds that may occur during cornering or by varied road conditions; and it works the same way as the axle differential between the wheels of either the front or rear axle.

The part time four wheel drive transfer case (when engaged in four wheel drive) delivers equal and constant power to the front and rear axles without differential action.

Normal highway driving on dry, hard surfaces in part time four wheel drive is not recommended. This could result in axle windup and increased tire wear and possible adverse vehicle handling.

Full time four wheel drive allows the driver to remain in four wheel drive without shifting the transfer case. The front axle is always engaged, eliminating the need for free-running front hubs. Since full time four wheel drive provides differential traction at all four wheels, it provides added stability and driving control on all road conditions including wet pavement, ice, or snow. Cornering is also improved. With all four wheels working, the vehicle can pull itself through corners.

OPERATING PRECAUTIONS — Any vehicle equipped with four wheel drive is a special use vehicle for driving on sand, snow, mud or rough terrain and has operating characteristics that are somewhat different from conventional vehicles, both off and on the road. As with any vehicle, prudent and cautious driving is essential, as the four wheel drive capability is not a substitute for driver competence. Coupled with appropriate driver education and training, the driving tips below will help you learn to use four wheel drive.

☐ Do not use four-wheel drive with a part time transfer case on dry, hard-surfaced roads.

☐ For smooth, free-running hub operation, shift the transfer case into two-wheel drive before positioning the front hubs into the "free" position.

☐ Avoid driving crosswise on steep slopes. A direct ascent, descent or an alternate route is preferred.

☐ Special maintenance procedures are necessary after operating with drive components in water.

☐ Do not take unnecessary risks or attempt impossible driving feats.

☐ Drive cautiously in off-highway operation to avoid vehicle damage from concealed objects such as rocks, stumps, glass, metal, etc.

☐ Free running hubs (available with the part time transfer case only) must be positioned in LOCK before shifting into four-wheel drive.

Four-Wheel Drive "Driving Tips"

Driving on Sand, Mud, Water, and Rough Terrain

☐ Encountering sudden changes in terrain can result in abrupt steering wheel motion; therefore, full steering wheel control is required at all times. When driving over rough terrain, grip the steering wheel securely. Keep your hands, including your thumbs outside the steering wheel spoke area and do not grip the steering wheel spokes. Drive at a slow (walking) speed.

☐ When the terrain is known to be extremely rough, determine beforehand the driving route to be used.

☐ Drive cautiously in off-highway operation to avoid vehicle damage from concealed objects such as rocks, stumps, glass, metal, etc. Also, look the terrain over before driving on it and determine the depth of any mud or water before entry.

☐ When driving over sand, mud and other soft terrain, do not reduce the tire pressures; shift to low gear, and drive steadily through the soft terrain. Apply accelerator (gas) slowly and avoid spinning tires.

☐ When driving through water, determine the depth; avoid water higher than the hubs (if possible) and proceed slowly. The vehicle is not a boat. Once the ignition system gets wet, the vehicle will stall.

☐ Once through water, always try the brakes. Wet brakes do not stop the vehicle as effectively as dry brakes. Drying can be aided by moving the vehicle slowly with light pressure on the brake pedal.

☐ After driving through mud, clean off residue stuck to rotating shaft and tires. Excess mud stuck on tires and rotating shaft causes an imbalance which could damage the truck components.

☐ Always use caution and good judgment in operating the vehicle off the road. Know the terrain or examine maps of the area in question before driving.

Driving on Hill and Slope Terrain

☐ Your four-wheel drive vehicle will seldom encounter a hill which, with proper driving, it can't negotiate directly; however, occasionally natural obstacles may make it necessary to travel diagonally up or down the hill. A danger lies in losing traction and slipping sideways with the possibility of tipping. Avoid driving crosswise or turning on steep slopes. A direct ascent, descent or some other alternate route is preferred. Do not drive over the crest of a hill without seeing what the conditions are on the other side. Do not drive in reverse over a hill without an observer.

☐ When climbing a hill, it is not recommended to begin in a higher gear and downshift after the ascent is started. Even if a steep hill can be climbed in high, it is usually better to shift to a lower gear while the vehicle still has good momentum, thereby saving time as well as strain on the engine and minimizing the inconvenience of stalling. Apply just enough power to the wheels to climb the hill. Too much power will cause the tires to lose traction resulting in loss of vehicle control.

☐ Go down a steep or long grade in the same gear used going up the hill, thus avoiding excessive brake action and brake overheating. Do not descend in neutral.

☐ When descending a steep hill, avoid sudden braking. This could result in loss of control of steering. Remember the front wheels have to be turning in order to steer the vehicle. Rapid pumping of the brake pedal will help to slow the vehicle and still maintain steering control. Also, maintain as low a gear as possible.

Driving on Snow and Ice

☐ A four-wheel drive vehicle will plow through snow but can skid on ice like any other vehicle. If icy or slippery conditions exist, leave the vehicle in four-wheel drive.

☐ If stopping on ice, vehicle should be put in neutral below 10 mph (15 km/h) and brakes should be gently "pumped" to bring vehicle to a stop.

☐ Although oversize tires are helpful in sand and mud and sometimes in snow, no improvement in traction can be expected on ice.

☐ Avoid sudden applications of power and quick changes of direction on snow or ice. Apply accelerator (gas) slowly and steadily when starting from a stop. Remember, if you're on ice, a four-wheel drive vehicle can lose traction just like any other vehicle.

Driving on the Road (Normal Driving)

☐ Do not use four-wheel drive mode (part-time four-wheel drive) or operate in lock (full-time four-wheel drive) on dry, hard-surfaced roads as this may cause damage to your vehicle.

☐ Four-wheel drive may be used for snow-covered roads for extra traction and pulling power. If icy or slippery conditions exist, vehicle should be left in four-wheel drive.

Getting Unstuck

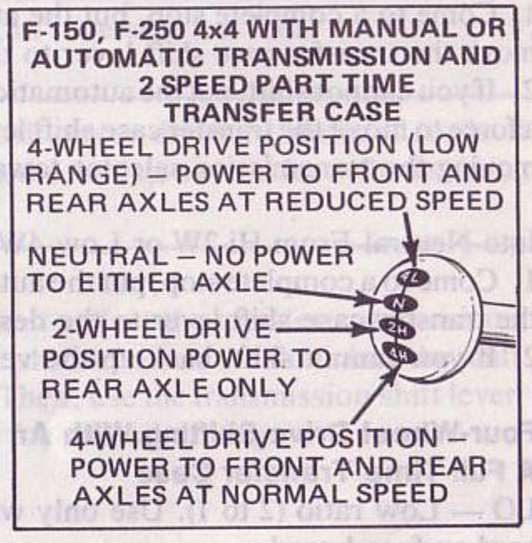
☐ If stuck in mud or ruts, ignore the first impulse to try and back up and rock the vehicle back and forth by alternately engaging forward and reverse gears. Also, you may be able to get out by backing over the path used to go into the obstacle. Get out of the vehicle and look the situation over. Refer to caution on page 70.

☐ Carry the proper equipment: a strong tow chain, jack pads, sand mats (planks, chain link fencing, chicken wire, etc.), shovels, tire chains, etc.

NOTE — In any driving situation, remember that you can maintain control of the vehicle only as long as the vehicle can maintain traction. Poor surfaces or poor driving techniques can cause loss of traction and loss of control.

F-150-250 4x4 With Manual or Automatic Transmission and Optional 2-Speed Part Time Transfer Case

Free running hubs must be locked before shifting into 4L or 4H. For normal highway driving, the transfer case shift lever should be in the 2H position. The 4H position should be used for driving conditions that require more traction than normal two-wheel drive operation can provide. Use the 4L position when the truck cannot be kept moving with the lever at 4H. Do not drive in 4H or 4L on dry, hard-surfaced roads. If you do, you may have difficulty shifting out of four-wheel drive. It may be necessary to back up the truck a few feet to permit shifting into N or 2H.



Four-Wheel Drive Shifting With A Manual Transmission and a Part Time Transfer Case

To shift the transfer case from N (NEUTRAL) to any of the driving gears, depress the clutch pedal while the engine is idling, and move the transfer case shift lever to 2H, 4H, or 4L, whichever is needed to start the truck moving.

Shifts to 2H or 4H can be made while the truck is moving. To shift from 2H to 4H, or from 4H to 2H, let up the accelerator pedal and move the lever. When shifting from 4L to 2H or 4H, bring the vehicle to a complete stop. Depress the clutch pedal and move the transfer case lever to the desired position.

Do not shift to 4L while the truck is moving. If it is necessary to shift from 2H or 4H to 4L, bring the truck to a full stop before moving the transfer case shift lever. Then push the lever all the way forward to 4L.

Refer to the Scheduled Maintenance Services if operating with the wheels or axles submerged in water.

Four-Wheel Drive Shifting With An Automatic Transmission and a Part Time Transfer Case

Hi-2W ⇔ Hi-4W

1. This shift can be made in either direction while the vehicle is moving.
2. Apply power by depressing the accelerator slightly and move the transfer case shift lever to the desired position.

Into Hi-2W or Low-4W From Neutral

1. Come to a complete stop, put the automatic transmission in neutral and move the transfer case shift lever to the desired position.
2. If you cannot shift, put the automatic transmission in P (PARK) and apply a force to move the transfer case shift lever toward the desired position while moving the transmission selector toward D (DRIVE).

Into Neutral From Hi-2W or Low-4W

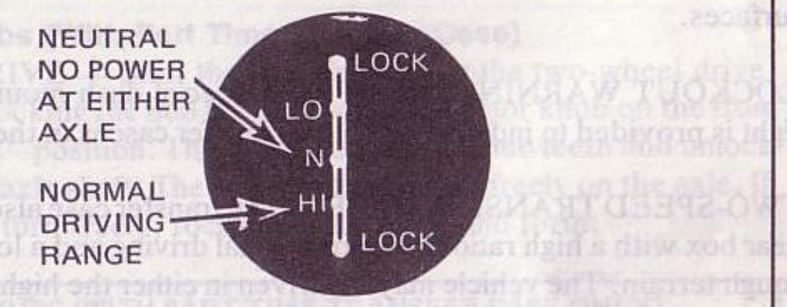
1. Come to a complete stop, put the automatic transmission in neutral. Move the transfer case shift lever to the desired position.
2. If you cannot shift, back up the vehicle a few feet and then shift.

Four-Wheel Drive Shifting With An Automatic Transmission and A Full Time Transfer Case

LO — Low ratio (2 to 1). Use only when extra power is needed on dry, hard-surfaced roads.

HI — High ratio (1 to 1). Use this gear position for all normal driving on good roads and solid level ground.

F-150-F-250 WITH FULL TIME TRANSFER CASE



LOCK (LO Position) — Use when both extra traction and extra power are required, such as in climbing or descending steep grades, carrying heavy weights off the road, or when entering deep sand, snow or mud.

LOCK (HI Position) — Use when extra traction only is needed. For example, when the wheels would slip in HI.

NOTE — When shifting from LOCK to the HI or LO range, the "LOCK" indicator light under the instrument panel will go out, but the actual shift in the transfer case does not normally occur until you drive a short distance or after stopping the vehicle and driving in reverse a few feet.

CAUTION — Do not use the LOCK positions on dry, hard-surfaced roads. If you do, it may be necessary to back up the vehicle several feet when shifting from HI to LO or LO to HI.

TRANSFER CASE SHIFTING — First, select the transfer case position best suited to ground conditions. The shift lever on the floor has the shift positions displayed on the shift knob. Then, use the transmission shift lever on the steering column as you would for normal driving.

LOCKOUT FEATURE — The full time four wheel drive transfer case utilizes a mechanical lockout feature which locks up the transfer case differential. This lockout feature has the effect of converting the full time system to a conventional four wheel drive system, providing equal and constant power to the front and rear axles. It is engaged by moving the transfer case lever to either the HI or LO LOCK position. Do not use the LOCK position on hard surfaces.

LOCKOUT WARNING LIGHT — A special dash mounted blue warning light is provided to indicate when the transfer case is in the LOCK position.

TWO-SPEED TRANSFER CASE — The transfer case also has a two-speed gear box with a high ratio of 1:1 for normal driving and a low ratio of 2:1 for rough terrain. The vehicle may be driven in either the high or low range with the transfer case in full time or in the locked position.

☐ HI to HI LOCK — With the transfer case in the HI position, move the shift lever from the HI to HI LOCK position. This shift can be made while the vehicle is in motion.

☐ HI LOCK to HI — Move the shift lever from the HI LOCK to the HI position. This shift can be made while the vehicle is in motion.

☐ HI to LO — Vehicle must be stopped or moving slower than 3 mph (5 km/h). Move the automatic transmission shift lever to N (NEUTRAL). Shift the transfer case from HI to LO following the shift pattern on the knob. If resistance or blockage is noticed before this shift is completed, return the lever to the HI position, place the automatic transmission shift lever in D (DRIVE) and move the vehicle forward. Then, shift the automatic transmission back to N (NEUTRAL) and repeat the instructions above.

☐ LO to LO LOCK — Move the shift lever forward from the LO to the LO LOCK position. This can be made while the vehicle is in motion.

☐ LO LOCK to LO — This shift can be made while the vehicle is in motion. With the vehicle in LO LOCK, move the shift lever back to the LO position.

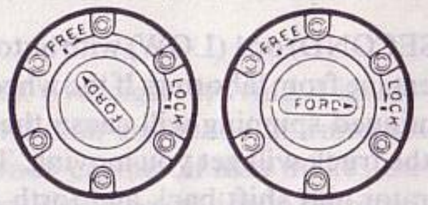
☐ LO to HI — Stop your vehicle, place the automatic transmission shift lever in N (NEUTRAL). Move the transfer case lever from LO to HI following the shift pattern on the knob. When the HI position is reached and before the shift is completed, a slight resistance will be noticed. The shift lever should be moved through this resistance to complete the shift.

If during this shift, resistance or blockage is noticed other than the slight resistance before completing the HI shift, return the transfer case shift lever to the LO position. Put the automatic transmission lever in D (DRIVE) and move the vehicle forward. Then shift the automatic transmission shift lever back to N (NEUTRAL) and repeat the above instructions.

Free-Running Hubs (With Part Time Transfer Case)

TWO-WHEEL DRIVE — Shift the transfer case to the two-wheel drive position before unlocking the hub locks. Turn the selector knob on the front hubs to the "FREE" position. This will disengage the hub teeth and unlock the wheel from the axle shaft. The wheel will now turn freely on the axle. If the knob does not turn freely, rock the truck back and forth.

FREE RUNNING HUBS (WITH PART TIME TRANSFER CASE ONLY)
F-150 (4x4) W/3550 LB., F-250, F-250 CREW CAB (4x4) W/3800 LB. AND F-250 (4x4) 4500 LB. FRONT AXLE.



FREE RUNNING POSITION — LOCK POSITION

FOUR-WHEEL DRIVE — Turn selector knob on the front hubs to the "LOCK" position. If the hub teeth do not engage with the knob in this position, the teeth are butted and a slight movement of the wheel in either direction will complete the lock. Start slowly and the front axle should now drive the wheel.

It is recommended that the vehicle be driven in 2H with the hubs engaged for the first 200 miles (320 km) and, thereafter, monthly for a minimum of 10 miles (15 km) to insure proper lubrication.

Limited-Slip or Traction-Lok Differential (Optional)

Unlike the conventional rear axle the Limited-Slip or Traction-Lok differential delivers power to both rear wheels when one wheel loses traction for a better grip on the road. The vehicle should pull out of any bad spot as long as one wheel can maintain traction.

DRIVING YOUR TRUCK

When starting with one wheel on an excessively slippery surface, a slight application of the parking brake may be necessary to help energize the axle. Release the brake when traction is established. Use light throttle on starting to provide maximum traction. When both wheels slip, the limited-slip has done all it can.

CAUTION — On trucks equipped with a Traction-Lok axle, never run the engine with one wheel off the ground such as when changing a tire. The wheel still on the ground could cause the car to move.

SPECIAL SITUATIONS

Driving on Sand, Snow or Ice

Should it be necessary to drive your truck through loose sand or heavy snow the important thing is to KEEP MOVING steadily and not too fast.

Shift to a lower gear 2 (SECOND) or 1 (LOW) with automatic transmissions, if required, to keep the engine from laboring. If the wheels start to spin, let up on the accelerator; continued spinning will cause them to dig in deeper. Sometimes "rocking" the truck will get you moving. To do this, hold a light pressure on the accelerator and shift back and forth between LOW and REVERSE gear, 1 (LOW) and R (REVERSE) with automatic transmissions, timing the shift to build up a rocking motion of the truck. If you are still stuck after a minute or two of rocking, have the truck pulled out to avoid overheating and possible damage to the transmission.

When driving on slippery or icy surfaces, avoid any sharp stops, starts, or turns. Think ahead to avoid situations where you will have to make any sudden turns. When you need to stop, a gentle pumping of the brake pedal will sometimes help to avoid skids. If you do skid, turn the wheels gently in the same direction you are skidding. When starting off, use an intermediate gear 2 (SECOND) with automatic transmissions and accelerate gently.

CAUTION — Avoid overspeeding the engine and/or spinning the rear wheels at an indicated speedometer speed in excess of 50 mph (80.4 km/h). Spinning rear wheels excessively may result in rear axle bearing and gear damage or tire disintegration. A bag or box of sand in the vehicle (with a scoop to spread it with) will frequently help you out of an annoying situation where traction is bad.

SPECIAL SITUATIONS

Avoid driving through flooded areas unless you are sure the water is no higher than the bottom of the hub caps. Shift into LOW gear and go through slowly. Try your brakes as soon as you get across.

NOTE — Engine idling for long time periods can result in heat build-up in the cargo area which may be detrimental to some types of cargo located directly over the exhaust system.

Cold Weather Operation

Your truck's Motorcraft battery is your best friend in extremely cold weather. Have the cells checked with a hydrometer at regular intervals. If the reading is below 1.230 specific gravity (corrected to 80°F) or if the terminal voltage is below 12.48, have it charged. It is also a good idea to turn off your headlights when the engine is shut off or is idling. This prevents drain on the battery. Remember that the battery works overtime during the long hours of winter darkness. A little care will be more than repaid in satisfaction and reliability.

When parking your truck overnight, leaving it inside a garage, even if not heated, will prevent wind-chill and make morning starting much easier. Changing to a lighter grade engine oil also makes the starting easier under these conditions. For continuous operation in extremely cold weather, alternate transmission lubricants are also available, as shown in the Lubricant Specifications, pages 151-152. Transfer cases also require different lubricants in cold weather operation.

Whenever possible, it is good practice to let the engine run for a few minutes to warm up before driving. Even light oils are more sluggish when cold, and this gives the oil time to circulate to the vital moving parts of the engine. When you drive away, take it easy at first because the lubricants in the transmission and axle are cold, too, and need time to circulate.

Your new Ford truck has antifreeze protection to −20°F (−29°C) (−35°F (−37°C) for delivery in Alaska, Canada and some U.S. regions). If the radiator level is low, add Ford Cooling System Fluid or fluid meeting Ford specifications and water as recommended on pages 110-111.

Check your anti-freeze protection regularly and watch the engine temperature indicator. Any sudden rise in the reading may indicate a freeze-up somewhere in the cooling system. Do not put cardboard or cloth in front of the radiator to get higher temperatures. If the temperature does not come up after a few miles/kilometres of driving, have your dealer check the thermostat.

Frost on outside glass surfaces is best scraped off with a plastic scraper. Use of an aerosol de-icer, such as Ford De-Icer, makes the removal of frost and ice much easier. If the windshield wiper blades are frozen to the glass, free them gently to avoid damage to the rubber blades. In very cold weather, even the best windshield washer solvents will not prevent freezing, so it is a good idea to carry paper towels in your vehicle to wipe dirt and road splash from the glass, especially where salt is used on roads for snow and ice clearance.

Problem Diagnosis

Most operating troubles that might be encountered with a new or well-maintained truck will be of a minor nature. Therefore, if you have trouble starting or operating your truck, look for some simple cause rather than malfunction of a major component. For instance:

Loose or corroded battery connections are more likely than a battery malfunction.

A loose ignition wire is much more likely than a distributor, a coil, or an ignition system malfunction.

In many cases, truck-operating troubles are coupled with outside factors, such as climate conditions, road conditions, a change of servicing or fueling source, or change of drivers.

Truck troubles that occur as a result of normal use and wear usually give plenty of advance warning. These troubles usually result from overlooking the specified Required Maintenance Services (pages 128-139).

Whenever truck performance seems less than normal in any category, it is best to consult your dealer at the first symptom, rather than wait until a serious problem develops. One of the aims of regular maintenance is to help you in just these circumstances.

If Engine Won't Crank

1. Check the automatic transmission selector lever operation. The starter will operate only when the lever is at N (NEUTRAL) or P (PARK). Apply the brakes and try moving the lever slightly right or left of the N (NEUTRAL) position. If engine will then crank, have your dealer adjust the neutral start switch on the transmission.

2. Switch on the headlights. If lights are dim or do not go on, or if when the ignition key is turned to START the lights become dim or go out, the battery cable connections may be loose or corroded or the battery may be discharged.

3. Another indication of loose battery connections or low battery condition is a stuttering noise from the engine compartment when the ignition lock cylinder is turned to START. Check connections at battery posts, cable connections to engine ground point, and at starter relay terminals. Make sure relay bracket is fastened securely to mounting surface. If starter relay clicks (no stuttering), but starter does not crank, check connections at starter terminal. If a discharged battery is suspected, have it checked and corrected.

4. Try operating the starter switch several times. Should the switch be corroded, this operation may clean the contacts or make the switch temporarily operable until you can reach your dealer.

5. If all electrical connections are tight and you need assistance to start, read the instructions on pages 78-79 under Pushing and Towing.

If Engine Cranks But Won't Start

1. Check the fuel gauge. You may be out of fuel. If the gauge shows that there is fuel in the tank, the trouble may be in the ignition system or the fuel system. If equipped with an auxiliary tank, be sure the tank control switch is set for the tank with fuel and not at an empty tank.

2. Check the ignition system. Remove the wire from one of the spark plugs by grasping the moulded boot of the wire only; insert a short piece of bare wire or other metal object in the terminal of the wire.

Hold the boot with insulated pliers or a dry cloth so that the inserted bare wire is about 3/16 inch from the engine block and crank the engine (with the ignition lock cylinder on) for at least three seconds. If there is no spark between the wire and the metal, the trouble may be in the distributor or coil. If you see a spark, then check the fuel system for trouble.

CAUTION — Spark plug wires carry high tension electrical current, capable of giving a shock. Be sure to grasp the moulded boot well back from the open end.

Engine Runs Hot

The following items could cause an engine to overheat:
☐ Retarded ignition timing ☐ Loose fan belt or lack of coolant ☐ Dirty cooling system ☐ Prolonged idling, low idle speed, or automatic transmission in drive while stopped with engine and air conditioning operating ☐ Driving with frozen coolant ☐ Sticking thermostat ☐ Overloading or pulling heavy trailers during hot weather.

If Brakes Do Not Grip Well

1. If you have been driving through deep water, gently apply the brakes several times while the truck is slowly moving.

2. Let the brakes cool if you have been using them abnormally, as in mountain driving or after several fast, high speed stops.

3. Check the Brake System Warning Light for an indication of a malfunction in the brake system.

4. Check brake adjustment (see pages 14-15).

If Brakes Pull

1. Check tire pressure.

2. Your vehicle's drum brakes adjust automatically when the brakes are applied while the vehicle is moving in reverse. To engage the brake self-adjusting mechanism, drive the vehicle on dry, level pavement at 5 mph (8 km/h) in reverse, then firmly apply the brakes. Release the brakes and drive the vehicle forward a short distance. Repeat this procedure 4 or 5 times.

3. If pull occurs during the first 500 miles (800 km), make 10 moderately fast stops from 40 mph (65 km/h), then perform the adjustment procedure mentioned above. Repeat if required. This procedure may be necessary to properly seat new brake linings against the brake drums and rotors.

NOTE — Occasional or intermittent brake squeal may result from environmental conditions such as cold, hot, wet, snow, salt, mud, etc. This condition is not a functional one and will not affect braking effectiveness. Only if squeal occurs continuously with every application should the brake be checked.

If The Truck Steers Hard

This can be caused by low pressure in the tires, a loose power steering pump belt, a low power steering fluid level, or improper lubrication of the steering linkage and suspension components.

NOTE — Do not operate the vehicle with a low power steering pump fluid level to preclude damage to the power steering pump.

If Steering Wanders or Pulls at High Speeds

This condition can be caused by:
☐ Soft tire(s) on any wheel(s)
☐ Steering gear preload needs adjusting
☐ Steering linkage needs inspection
☐ Vehicle overloaded or unevenly loaded
☐ High crown in center of road
☐ High cross-winds

If Fuses Burn Out

Burned-out or "blown-out" fuses usually indicate an electrical short-circuit, although a fuse may occasionally burn out from vibration. Insert a second fuse (see pages 147-149). If this fuse immediately burns out and you cannot locate the cause, return your truck to your dealer for a circuit check.

If Lamp Bulbs Burn Out

Repeated lamp burn-out usually indicates a loose connection, either at the lamp socket or the system ground or a malfunctioning voltage regulator. If examination does not indicate the cause of the trouble return your truck to your dealer for inspection.

If Headlights Flash Off and On

If headlights (and/or taillights and instrument panel lamps) flash off and on at regular intervals, the system circuit breaker is operating, indicating a short circuit or overload. Take your truck to your dealer for a circuit check.

Limited-Slip or Traction-Lok Differential (Optional)

The Limited-Slip or Traction-Lok design permits differential action when required for turning corners and transmits equal torque to both wheels when driving straight ahead. However, when one wheel tries to spin due to leaving the ground, a patch of ice, etc., the Limited-Slip or Traction-Lok design automatically provides more torque to the wheel which is not trying to spin.

It is important to recognize two things:
1. If, with unequal traction, both wheels slip, the Limited-Slip or Traction-Lok axle has done all it can possibly do.
2. In extreme cases of traction differences, the wheel with the least traction may spin after the Limited-Slip or Traction-Lok has transferred as much torque as possible to the non-slipping wheel.

The best way to demonstrate proper performance of these axles is to:
1. Place one wheel on good, dry pavement, and the other on ice, mud, grease, etc.
2. Gradually accelerate to obtain maximum traction prior to "break-away". The ability to move the vehicle indicates correct operation of the axle.

Emergency Procedures

In any emergency, except in the case of a dead battery, where it is necessary to park the vehicle until the difficulty can be corrected, pull out the hazard warning flasher switch located on the right side of the steering column (see pages 13-14). This will cause all directional lights to flash continuously, warning approaching traffic that the vehicle is temporarily disabled. It is also advisable to move the vehicle off the road or out of the main stream of traffic if possible.

Emergency Starting
Use of Jumper Cables

The following instructions for starting your vehicle with jumper cables contain precautions that you should observe to avoid possible injury to yourself, or damage to your vehicle. If you are unsure about this procedure, seek the help of a competent garage or towing service.

CAUTION — Use only a 12-volt jumper system. You can damage a 12-volt starting motor and ignition system beyond repair by connecting it to a 24-volt power supply (two 12-volt batteries in series, or a 24-volt motor generator set).

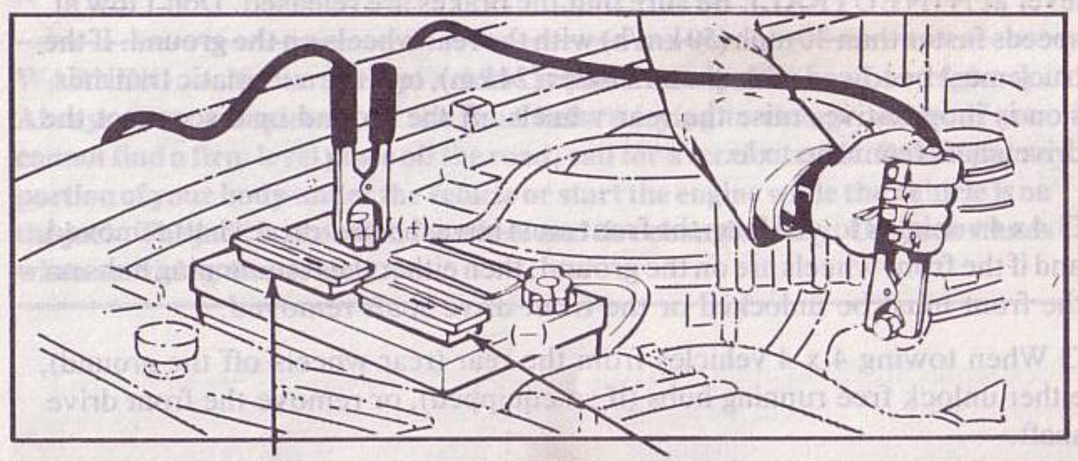
WARNING — Keep batteries out of reach of children. They contain SULFURIC ACID. Avoid contact with skin, eyes or clothing. Also, shield your eyes when working near the battery to protect against possible splashing of the acid solution. In case of acid contact with skin, eyes, or clothing, FLUSH IMMEDIATELY WITH WATER FOR A MINIMUM OF 15 MINUTES. If acid is swallowed, drink large quantities of milk or water, followed by milk of magnesia, a beaten egg or vegetable oil. CALL A PHYSICIAN IMMEDIATELY.

Hydrogen and oxygen gases are produced during normal battery operation. This gas mixture can explode if flames, sparks or lighted tobacco are brought near the battery. When charging or using a battery in an enclosed space, always provide ventilation and shield your eyes.

Use particular care when connecting a booster battery to prevent sparks. Before jump starting, turn the heater A/C blower "ON" and leave it on after the engine starts until after the jumper cables are removed. Turn all the lights "OFF" before jump starting and leave them off after the engine starts until after the jumper cables are removed. To jump start: (1) connect ends of one cable to positive (+) terminals of each battery, (2) connect one end of other cable to negative (−) terminal of "good" battery, (3) connect other end of cable to engine block on vehicle being started (NOT TO NEGATIVE (−) TERMINAL OF BATTERY. See illustration below. Use the starting instructions in the "Driving Your Truck" section of this guide. To prevent damage to other electrical components on vehicle being started, make certain that engine is at idle speed before disconnecting jumper cables. When disconnecting cables, remove cable from engine block before disconnecting cable from battery positive terminal.

When lifting a plastic-cased battery, excessive pressure on the end walls could cause acid to spew through the vent caps. Lift with a battery carrier or with your hands on opposite corners.

NOTE — The following warnings are shown on the vent caps of the non-maintenance free battery, and on the cover or top label of the Maintenance Free battery.



POISON-CAUSES SEVERE BURNS
CONTAINS SULFURIC ACID - AVOID CONTACT WITH SKIN EYES OR CLOTHING - ANTIDOTE EXTERNAL - FLUSH WITH WATER INTERNAL - DRINK LARGE QUANTITIES WATER OR MILK FOLLOW WITH MILK OF MAGNESIA, BEATEN EGG OR VEG OIL CALL PHYSICIAN IMMEDIATELY EYES FLUSH WITH WATER FOR 15 MINUTES AND GET PROMPT MEDICAL ATTENTION
KEEP OUT OF THE REACH OF CHILDREN

DANGER
BATTERIES PRODUCE EXPLOSIVE GASES KEEP SPARKS, FLAME, CIGARETTES AWAY. VENTILATE WHEN CHARGING OR USING IN ENCLOSED SPACE. ALWAYS SHIELD EYES WHEN WORKING NEAR BATTERIES

Pushing

VEHICLES WITH AN AUTOMATIC TRANSMISSION — If your vehicle is equipped with an automatic transmission, it cannot be started by pushing. Use a booster battery or jumper cables from the battery of another vehicle.

VEHICLES WITH A MANUAL TRANSMISSION — If your engine cannot be started normally, a push from another vehicle will usually get you going, providing the battery isn't "dead". Since a sudden, forward surge often occurs when the engine starts, having your vehicle towed to start the engine is not advisable.

Place the shift-lever in high gear before being pushed, and keep the clutch pedal fully depressed; then, with the ignition switch ON, slowly release the clutch pedal when the vehicle's speed reaches 10 mph (15 km/h) and press the accelerator pedal halfway down until the engine starts.

Towing

WARNING — Improper towing of the vehicle COULD RESULT IN TRANSMISSION DAMAGE. Always follow the outlined towing procedures. It is recommended that only an unloaded vehicle be towed when either the front or rear wheels are raised off the ground.

VEHICLES WITH AN AUTOMATIC TRANSMISSION — To tow a truck with an automatic transmission less than 15 miles (24 km), place the selector lever at N (NEUTRAL). Be sure that the brakes are released. Don't tow at speeds faster than 30 mph (50 km/h) with the rear wheels on the ground. If the truck must be towed more than 15 miles (24 km), or if the automatic transmission is inoperative, raise the rear wheels off the ground or disconnect the drive shaft from the axle.

☐ 4 x 4 vehicles towed from the front must have the rear drive shaft removed and if the front wheels are on the ground, then either the free running hubs on the front must be unlocked or the front drive shaft removed.

☐ When towing 4 x 4 vehicles from the rear (rear wheels off the ground), either unlock free running hubs (if so equipped), or remove the front drive shaft.

VEHICLES WITH A MANUAL TRANSMISSION

☐ 4 x 2 vehicles towed from the front must have the drive shaft removed.

☐ 4 x 4 vehicles towed from the front must have the rear drive shaft removed and if the front wheels are on the ground, then either the free running hubs on the front must be unlocked or the front drive shaft removed.

☐ When towing 4 x 4 vehicles from the rear (rear wheels off the ground), either unlock free running hubs (if so equipped), or remove the front drive shaft.

It is important that towing chains be fastened only to the arm or brackets that attach the bumper to the frame. The chains must be routed under the bottom edge of the bumper. Make sure the parking brake is released and the transmission is in neutral. It is important to know that the transmission and rear axle are in proper working order before towing. To move a truck with an inoperative rear axle, it is necessary to raise the rear wheels. If the transmission is inoperative, the drive shaft must be removed or the rear wheels raised.

If the vehicle is to be towed with the rear wheels raised, a locking device should be installed to hold the front wheels in a straight-ahead position.

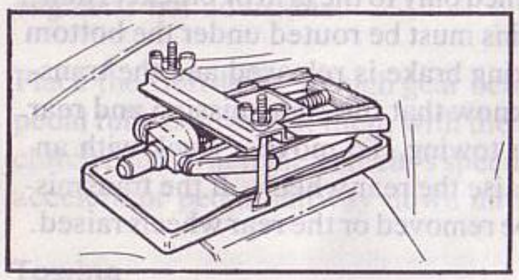
Changing A Tire

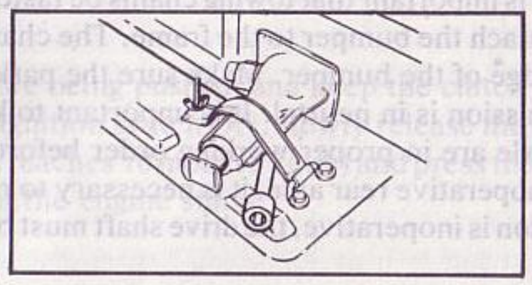
In the event of sudden tire failure, avoid heavy brake application, maintain a straight line while decreasing speed and slowly move to a safe, off-road position. Park the vehicle on a level spot, put the selector lever in P (PARK) on automatic transmission or R (REVERSE) on manual transmission and set the parking brake. Turn on the hazard flasher system. As an extra precaution, block the wheel which is diagonally opposite the wheel being changed.

WARNING — Never attempt vehicle repairs on a public road or highway. Always move completely off the road before trying to change a tire. If you cannot find a firm level place off the road, call for a service truck. Do not put any portion of your body under the vehicle or start the engine while the vehicle is on the jack. The jack is provided for wheel and tire changing only. Use jack stands when servicing the vehicle.

SPECIAL SITUATIONS

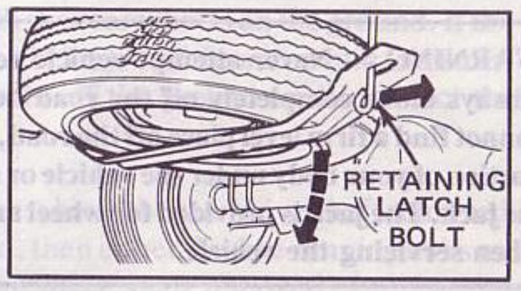
Jack Stowage (F-100-250 Single Rear Wheel Only — Optional on F-350)
The jack is stowed on the left front fender apron, under the hood. On vehicles with a heavy duty jack, the jack is stowed on the auxiliary battery tray on the left front fender apron. The jack handle and lug wrench are stowed behind the front seat. On Super Cab vehicles, the jack handle is stowed under the forward edge of the front seat. The lug wrench is stored on the floor at the rear of the front seat. On Crew Cab vehicles, the jack handle and lug wrench are stowed under the rear seat.





WARNING — The jack is provided for wheel and tire maintenance only. Never put any portion of your body under the vehicle, or start the engine while the truck is supported by a jack. Use jack stands when servicing the vehicle.

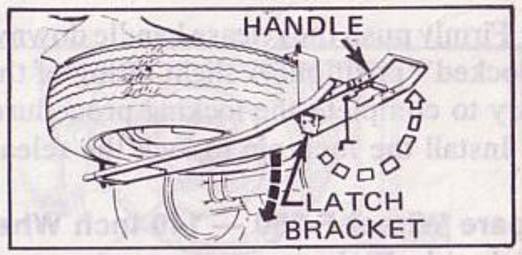
Spare Wheel
The spare wheel is located at the rear of the truck, under the panel bed.
☐ Insert the lug nut wrench through the retaining latch eye bolt and loosen until tension is removed from the carriage arm.
☐ Hold the spare wheel assembly in place, then grasp the retaining latch bolt. Lift the wheel assembly and pull the bolt to the left with the eye of the bolt aligned with the carriage arm slot.
☐ Lower the spare wheel assembly and remove from carriage arm.



When replacing the spare tire in storage, be certain the retaining latch bolt is pushed all the way left in the locked position and the bolt on the left end of the carriage arm is tight. Adjustment of the left end bolt is not required when reinstalling original equipment size wheel and tire. Be sure to keep the tire at the recommended inflation pressure shown on the safety certification decal for original equipment tires.

SPECIAL SITUATIONS

Slide-Out Spare Tire Carrier (Optional) F-100, F-250, F-350 Super Cab and F-350 Crew Cab Styleside
The spare wheel is located at the rear of the truck, under the panel bed. The removal is as follows:



☐ Rotate the lock pin, aligning the tang on the pin with the slot in the channel assembly and remove the lock pin.
☐ Slowly release handle by pulling it down and outward to unlock the carrier channel assembly from the latch bracket assembly. The channel assembly and spare tire assembly is now held by the latch bracket assembly tangs.
☐ Grasp the release handle and lift the carrier and spare tire upward to take the weight off the latch bracket assembly with vehicle at ground height. Pull the latch bracket outward to release, and carefully lower the spare tire and channel assembly to the ground.

CAUTION — To avoid a sudden weight drop, exercise great care when releasing handle while vehicle is on a hoist.

☐ Grasp the "hand-hold" area of the upper channel assembly and, lifting slightly, pull both the spare tire and upper channel assembly outward until it contacts the built-in stop.
☐ Remove the spare tire and wheel from the channel assembly.

TO REPLACE THE SPARE TIRE IN STORAGE, FOLLOW THESE STEPS:
☐ Place the spare tire in position on the channel assembly.
☐ Lifting the channel assembly and spare tire, slightly, push both back under the vehicle until the channel assembly hits the stop and is positioned correctly on the support assembly.

NOTE — The latch bracket assembly must be lined up with the slot in the channel assembly and the support assembly.

☐ Lift the spare tire assembly and channel assembly upward. The latch bracket assembly should slide freely through the slot of the channel and support assembly until the assembly snaps into position and now supports the spare tire assembly and channel assembly.

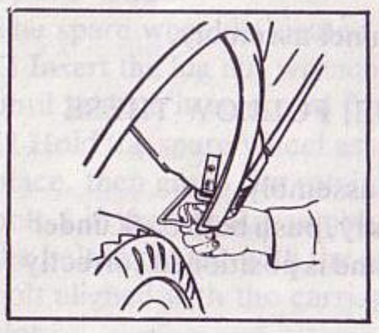
☐ Firmly push the release handle downward (rotating inward) until it is in the "locked" position. A slight lifting of the spare tire assembly may be necessary to complete the locking procedure.
☐ Install the lock pin to lock the release handle to the channel assembly.

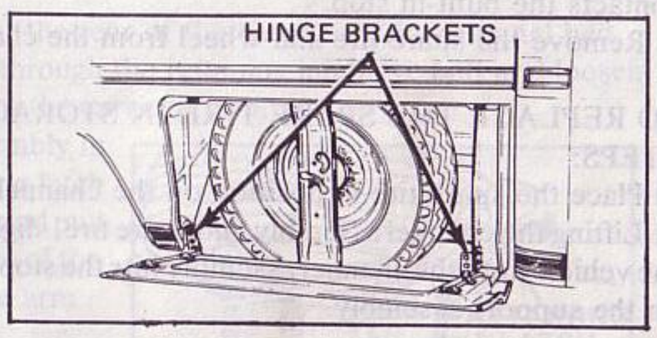
Spare Wheel F-350 — 140 Inch Wheelbase "Camper Special" and Styleside Pickup

The optional spare wheel is enclosed in the side mounted spare tire carrier, located on the right hand side panel of the pick-up box, forward of the right rear wheel opening. Be sure to read the decal attached to the inside of the side mounted spare tire carrier panel before installing the spare tire.

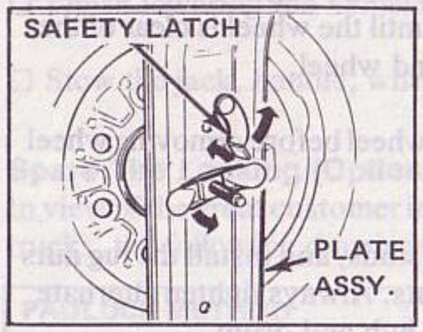
Use the hooked end of the lug nut wrench for hub cap removal on vehicles with 12.00 x 16.5 tires.

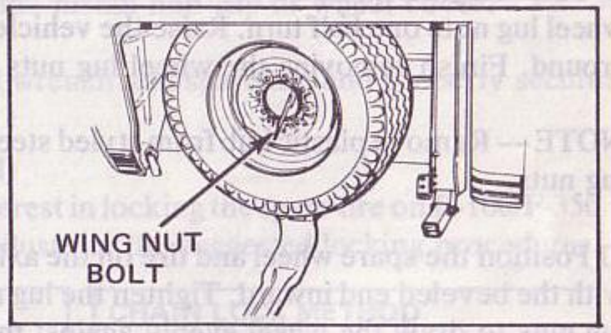
CAUTION — The spare tire (9.50 x 16.5D/E), on the F-350 — 140 inch wheelbase Camper Special equipped with 12.00 x 16.5 tires, is to be used only on the rear axle in an emergency situation. Inflate the 9.50 x 16.5D spare tire to 60 psi or the 9.50 x 16.5E tire to 75 psi. Do not drive at speeds over 40 mph (65 km/h) with the spare tire installed or travel more than 100 miles (160 km).





☐ Release the front and rear latches by lifting the latch handle out of the "locked" position in the lower panel inner flange. Push the latch inward, then pull downward and outward to release the panel at the top.
☐ Swing the panel assembly outward and remove.

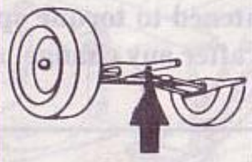
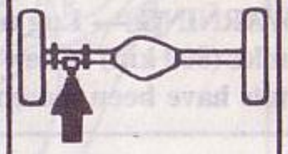




Positioning The Jack

Do not lift the vehicle by the bumper. To lift the vehicle by other than the front or rear axle be sure to use only hoist adapters with a wide contact surface.

F-SERIES JACKING POINTS —

Front Axle			Rear Axle
F-100, F-150, F-250	**F-100/150 (4x4), F-350**	**F-250 (4x4)**	**ALL F-SERIES**
			
Position jack from side of vehicle; place jack under axle arm, 3 to 6 inches inboard of radius arm attaching bolt.	Position jack from side of vehicle; place jack under radius arm, rear of the sloped section.	Position jack from front of vehicle; place jack under the axle, outboard of the u-bolts.	Position jack from rear of vehicle; place jack under rear axle between u-bolts or under u-bolt bracket.

Wheel and Tire Replacement

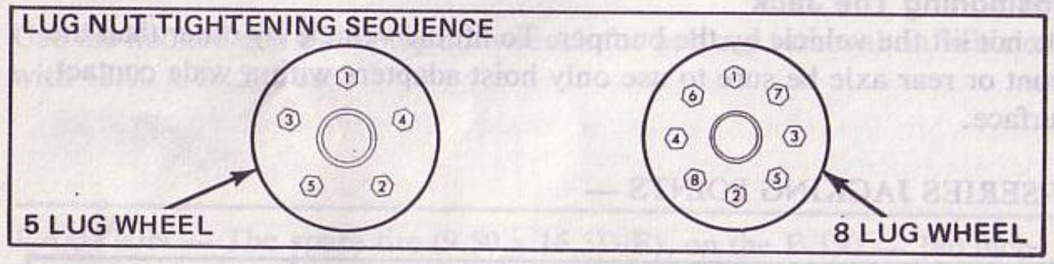
☐ Block the wheels on side opposite, and apply the parking brake.

☐ Remove the spare wheel (pages 80-83 & 85) and jack (page 80) from the truck. Unfold the jack handle and slide the handle lock into place. By locking the handle into the jack, you can now use the jack handle to slide the jack under the vehicle to the proper position (see "Positioning The Jack").

☐ Turn the jack handle clockwise to raise the vehicle slightly. Loosen the wheel lug nuts one half turn. Raise the vehicle until the wheel is clear of the ground. Finish removing the wheel lug nuts and wheel.

NOTE — Remove plastic hub from styled steel wheel before removing wheel lug nuts.

☐ Position the spare wheel and tire on the axle studs, and install the lug nuts with the beveled end inward. Tighten the lug nuts. Always tighten alternate lug nuts to draw the wheel evenly against the hub and drum.



☐ Lower the vehicle until the wheel touches the ground then securely tighten lug nuts, in the same sequence.

WARNING — Lug nuts must be retightened to torque specifications at 500 miles (800 km) of new vehicle operation, after any change, and anytime the lug nuts have been loosened for any reason.

WHEEL LUG NUT TORQUE SPECIFICATIONS			
Model	Wheel Type	Bolt Size	Wheel Lug Nut Torque (Foot-Pounds)*
F-100, F-150, F-250	Disc	1/2-20	90
F-350	Disc	9/16-18	145
F-350	Dual Disc	9/16-18	220

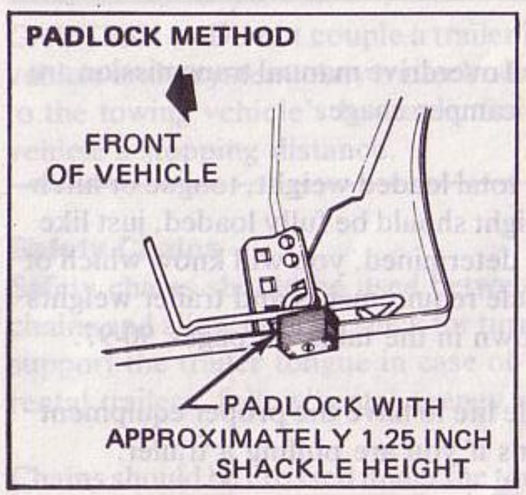
*Torque specifications are for clean, dry bolt threads.

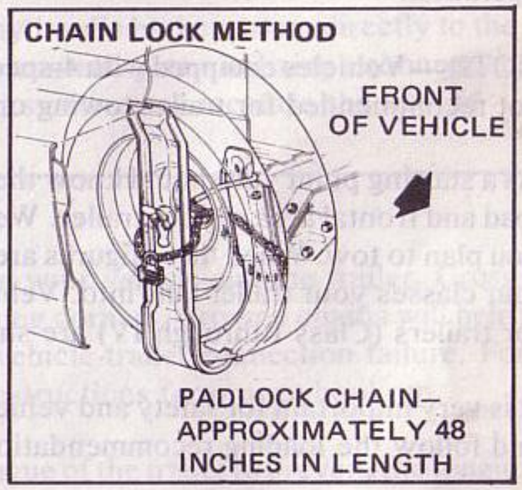
☐ Finish lowering the vehicle and install hub cap or wheel cover.

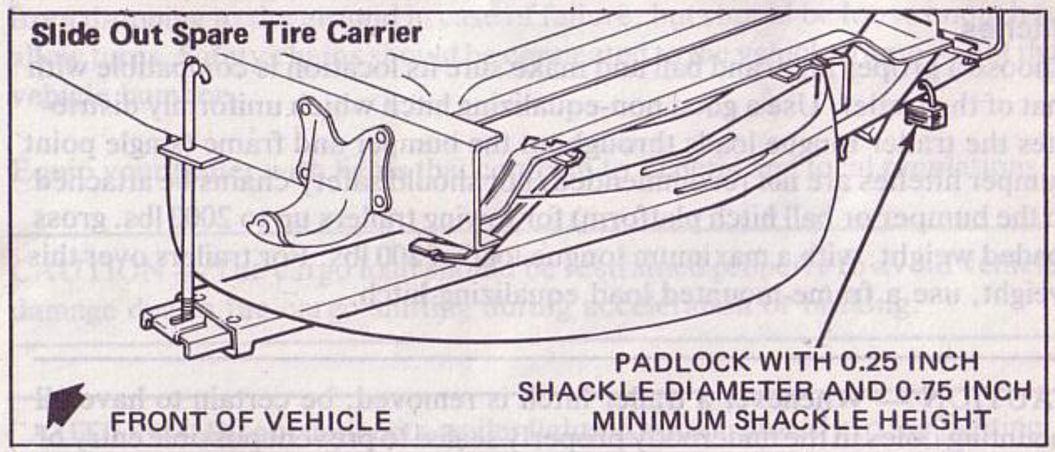
☐ Stow the jack, handle, wheel wrench and spare tire and properly secure.

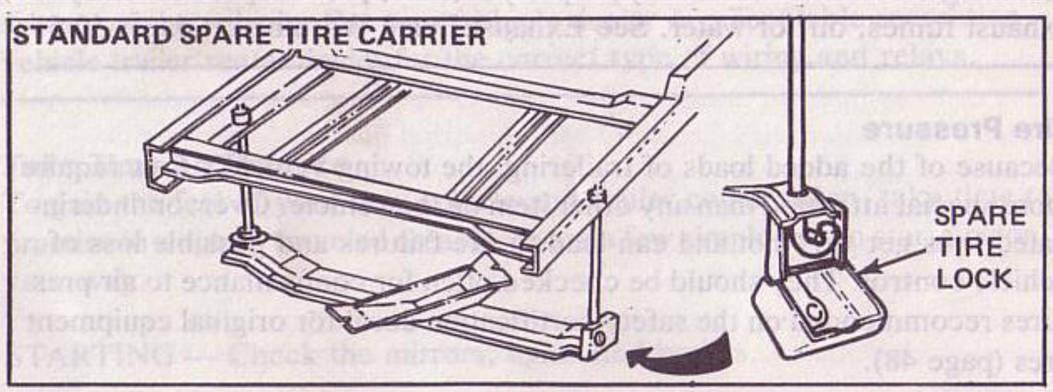
Spare Tire Locking (Optional)

In view of the great customer interest in locking the spare tire on F-100/F-350 trucks, the following drawings illustrate the suggested locking procedures.









Trailer Towing

It is important to your safety and to the care of your vehicle to properly match the trailer towing equipment with that of the trailer to be used and to carefully follow all vehicle and trailer loading recommendations. Make certain that all towing equipment is properly and safely attached to your vehicle.

NOTE — Do not tow a trailer during the first 500 miles (800 km) of vehicle operation.

NOTE — Vehicles equipped with 4-speed overdrive manual transmission are not recommended for trailer towing or camper usage.

As a starting point you should know the total loaded weight, tongue or hitch load and frontal area of your trailer. Weight should be fully loaded, just like you plan to tow. When these figures are determined, you will know which of four classes your trailer falls into. Vehicle requirements and trailer weights for trailers (Class I through IV) are shown in the table on pages 90-97.

It is very important for safety and vehicle life to have the proper equipment and follow the loading recommendations if you are pulling a trailer.

Hitches

Choose a proper hitch and ball and make sure its location is compatible with that of the trailer. Use a good non-equalizing hitch which uniformly distributes the trailer tongue loads throughout the bumper and frame (single point bumper hitches are **not** recommended, nor should safety chains be attached to the bumper or ball hitch platform) for towing trailers up to 2000 lbs. gross loaded weight, with a maximum tongue load of 200 lbs. For trailers over this weight, use a frame-mounted load equalizing hitch.

CAUTION — Whenever a trailer hitch is removed, be certain to have all mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water. See Exhaust Fume Warning on pages 50-51.

Tire Pressure

Because of the added loads of trailering, the towing vehicle's tires require more special attention than any other item on the vehicle. Over or underinflated tires get very hot and can lead to tire failures and possible loss of vehicle control. They should be checked often for conformance to air pressures recommended on the safety certification decal for original equipment tires (page 48).

Trailer Brakes

Separate trailer brakes are recommended and required on most trailers weighing over 1500 lbs. Check your state or provincial requirements. Consult the manufacturer for the recommended installation, adjustments, and operation of the various brake systems. Allow considerably more room for stopping when the trailer is attached.

CAUTION — Do not couple a trailer hydraulic brake system directly to the vehicle brake system. Any trailer brake control system utilizing a connection to the towing vehicle's hydraulic fluid system may increase the towing vehicle's stopping distance.

Safety Chains

Safety chains should be used between your vehicle and the trailer. Cross chains and allow enough slack for turning corners. Crossed chains will help support the trailer tongue in case of vehicle-trailer connection failure. For rental trailers, follow rental agency instructions for proper hook-up.

Chains should be crossed under the tongue of the trailer to prevent the tongue from dropping to the ground in case of failure, but should be loose enough to allow turns. Safety chains should be connected to the vehicle frame — not the vehicle bumper.

Equip your trailer with lights that conform to Federal and local regulations.

CAUTION — The cargo load should be restrained properly to avoid vehicle damage due to the cargo shifting during acceleration or braking.

CAUTION — Do not connect a trailer lighting system directly to the lighting system of the vehicle. See your vehicle dealer or a reputable recreation vehicle trailer rental dealer for the correct type of wiring and relays.

Take Time To Practice

To gain the feel of your new vehicle and trailer combination, take time to practice in a lightly traveled area. Here are a few simple tips to start you on your way.

STARTING — Check the mirrors, lights and brakes.

TURNING — Because trailer wheels will be closer than the towing vehicle's wheels to the inside of the turn, drive slightly beyond the normal turning point.

PASSING — Allow extra distance for passing other vehicles. If speed is low, shift to second gear for better acceleration.

FOLLOWING — Allow at least the equivalent of one vehicle and trailer length combined for each ten mph (15 km/h) of speed.

STOPPING — Allow more time and distance with your trailer than you would ordinarily do when driving your vehicle alone.

BACKING UP OR PARKING — Keep your hand at the bottom of the steering wheel. To back left, move your hand to the left. To back right, move your hand to the right. Don't turn the wheel too much or hold it too long. Make corrections as you need them.

HILL CLIMBING — If your vehicle begins to lose speed as you climb a hill with the transmission in drive or high gear, downshift to a lower gear for more power at the rear wheels.

DOWNGRADES — To descend a steep grade, slow to 20 mph (30 km/h) and shift to a lower gear at the top of the hill, before starting down. The trailer adds weight to the downhill inertia and the engine. Driving with the transmission in a lower gear will assist in reducing vehicle downhill speed.

Trailer Towing Packages

L.D. Trailer Towing Package — F-100-350 (4x2), F-150 (4x4), F-250 (4x4) — Revised chassis pickups (for trailers up to 2000 lbs.) — Includes: Extra cooling, wiring harness, heavy duty flashers (one relay), rear step bumper (F-100-350 Stylesides), "Trailer Special" emblem.

H.D. Trailer Towing Package — F-100-350 (4x2), F-150 (4x4) and F-250 Revised Chassis Pickups (for trailers over 2000 lbs.) — Includes: Extra cooling (super cooling with F-150-250-350 (4x2) with 460 V-8), transmission heavy duty in-tank oil cooler with Cruise-O-Matic, transmission external auxiliary oil cooler with Cruise-O-Matic, wiring harness*, heavy duty flasher, 68 amp-hour battery, 60 amp alternator, ammeter and oil pressure gauge, bright swing-out recreation mirror, "Trailer Special" emblem, H.D. shocks front and rear.

*Wiring harness includes seven identified wires; taillights, right and left turn signal/stoplights; electric brake feed and spotlight ground and battery feed extended to rear of vehicle.

CAUTION — Maximum tongue load must not exceed the values shown on the charts (page 90-97). The front and rear G.A.W.R.'s of the towing vehicle (specified on the decal located on the driver's door lock pillar) must not be exceeded with the trailer hitched and all cargo and passengers loaded.

CAUTION — The 4-speed overdrive transmission is not recommended for trailer towing or camper usage.

NOTE — Side-to-side loadings should be as symmetrical as possible along the trailer longitudinal centerline to prevent lean.

WARNING — An overloaded tire, axle, or vehicle could experience a sudden failure and become unsafe.

1978 Trailer Towing

Model	Regular Cab F-100 4x2														
Towing Method	Conventional														
Wheelbase	117			133		117			133		117			133	
Trailer Weight (lbs.)	Up to 2000					2000-3500					3500-6000				
GCWR (Max.) ①	6700	7200	6600	7000	7400	8050	8550	7950	8350	8750	10300	10800	10200	10600	11000
GVWR (Min.)	4900	5400	4800	5200	5600	4900	5400	4800	5200	5600	4900	5400	4800	5200	5600
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)					10-15% of Trailer Weight					10-15% of Trailer Weight				
Trailer Class	I					II					III				
Engine ④	Std. 4.9L (300) Six [C]					5.8L (351) V-8 [V]					5.8L (351) V-8 [V]				
Transmission ④	C.O.M. [AD]					C.O.M. [AD]					C.O.M. [AD]				
Axle Ratio ④	3.25					3.25					3.25				
High Ambient Temp. ⑤	—					Super Cooling [BNC]					Super Cooling [BNC]				
Towing Package ⑤	L.D. [F7B]					H.D. [F7C]					H.D. [F7C]				
Trailer Weight ⑤	Weight Carrying					Weight Distributing ②					Weight Distributing ②				

Model	Regular Cab F-150 4x2														
Towing Method	Conventional														
Wheelbase	133					133					133				
Trailer Weight (lbs.)	Up to 2000					2000-3500					3500-6000				
GCWR (Max.) ①	7850			7950		9200			9300		11000			11000	
GVWR (Min.)	6050			6150		6050			6150		6050			6150	
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)					10-15% of Trailer Weight					10-15% of Trailer Weight 800 lbs. (Max.)				
Trailer Class	I					II					III				
Engine ④	Std. 4.9L (300) Six [C]					5.8L (351) V-8 [V]					5.8L (351) V-8 [V]				
Transmission ④	C.O.M. [AD]					C.O.M. [AD]					C.O.M. [AD]				
Axle Ratio ④	3.25					3.25					3.25				
High Ambient Temp. ⑤	—					Super Cooling [BNC]					Super Cooling [BNC]				
Towing Package ⑤	L.D. [F7B]					H.D. [F7]					H.D. [F7C]				
Trailer Hitch ⑤	Weight Carrying					Weight Distributing ②					Weight Distributing ②				

See page 97 for footnotes.

1978 Trailer Towing

Model	Regular Cab F-250 4x2 ③																
Towing Method	Conventional																Fifth Wheel
Wheelbase	133				133				133				133				133
Trailer Weight (lbs.)	Up to 2000				2000-3500				3500-6000				6000-7000				Up to 6500
GCWR (Max.) ①	8000	8600	9500	9700	9350	9950	10850	11050	11600	12200	13100	13200	12500	13100	14000	14200	12500
GVWR (Min.)	6200	6800	7700	7900	6200	6800	7700	7900	6200	6800	7700	7900	6200	6800	7700	7900	6200
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)				10-15% of Trailer Weight				10-15% of Trailer Weight				10-15% of Trailer Weight				Approx. 25% of Trailer Weight
Trailer Class	I				II				III				IV				II, III, IV
Engine ④	5.8L (351) V-8 [V]				5.8L (351) V-8 [F]				6.6L (400) V-8 [W]				6.6L (400) V-8 [W]				6.6L (400) V-8 [W]
Transmission ④	C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]
Axle Ratio ④	3.31				3.31				3.54				3.54				3.54
High Ambient Temp. ⑤	—				Super Cooling [BNC]				Super Cooling [BNC]				Super Cooling [BNC]				Super Cooling [BNF]
Towing Package ⑤	L.D. [F7B]				H.D. [F7C]				H.D. [F7C]				H.D. [F7C]				H.D. [F7C]
Trailer Hitch ⑤	Weight Carrying				Weight Distributing ②				Weight Distributing ②				Weight Distributing ②				Frame Mounted

Model	Regular Cab F-350 4x2 ③																
Towing Method	Conventional																Fifth Wheel
Wheelbase	140				140				140				140				140
Trailer Weight (lbs.)	Up to 2000				2000-3500				3500-6000				6000-10000				Up to 8500
GCWR (Max.) ①	10100	10700	11700		11450	12050	13050		13700	14300	15300		17300	17900	18500		15000
GVWR (Min.)	8300	8900	9900		8300	8900	9900		8300	8900	9900		8300	8900	9900		8300
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)				10-15% of Trailer Weight				10-15% of Trailer Weight				10-15% of Trailer Weight				Approx. 25% of Trailer Weight
Trailer Class	I				II				III				IV				II, III, IV
Engine ④	Std. 5.8L (351) V-8 [V]				5.8L (351) V-8 [V]				6.6L (400) V-8 [W]				7.51 (460) V-8 [U]				6.6L (400) V-8 [W]
Transmission ④	C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]
Axle Ratio ④	Std. 3.73				3.73				4.10				4.10				4.10
High Ambient Temp. ⑤	—				Super Cooling [BNC]				Super Cooling [BNC]				Super Cooling [BNC]				Super Cooling [BNC]
Towing Package ⑤	L.D. [F7B]				H.D. [F7C]				H.D.]F7C]				H.D.]F7C]				H.D.]F7C]
Trailer Hitch ⑤	Weight Carrying				Weight Distributing ②				Weight Distributing ②				Weight Distributing ②				Frame Mounted

See page 97 for footnotes.

1978 Trailer Towing

Model	Regular Cab F-150 4x4								
Towing Method	Conventional								
Wheelbase	117	133	117	133	117	133			
Trailer Weight (lbs.)	Up to 2000		2000-3500		3500-6000				
GCWR (Max.) ①	7850	8100	8300	9200	9450	9650	11000	11000	11000
GVWR (Min.)	6050	6300	6500	6050	6300	6500	6050	6300	6500
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)			10-15% of Trailer Weight			10-15% of Trailer Weight 800 lbs. (Max.)		
Trailer Class	I			II			III		
Engine ④	5.8L (351) V-8 [V]			5.8L (351) V-8 [V]			5.8L (351) V-8 [V]		
Transmission ④	C.O.M. [AD]			C.O.M. [AD]			C.O.M. [AD]		
Axle Ratio ④	3.00			#3.00			3.50		
High Ambient Temp. ⑤	—			Super Cooling [BNC]			Super Cooling [BNC]		
Towing Package ⑤	L.D. [F7B]			H.D. [F7C]			H.D. [F7C]		
Trailer Hitch ⑤	Weight Carrying			Weight Distributing ②			Weight Distributing ②		

Model	Regular Cab F-250 4x4 ③															
Towing Method	Conventional															Fifth Wheel
Wheelbase	133				133				133				133			133
Trailer Weight (lbs.)	Up to 2000				2000-3500				3500-6000				6000-7000			Up to 6500
GCWR (Max.) ①	8500	9100	9900	10200	9850	10450	11250	11550	12100	12700	13500	13800	13000	13600	14400	14700	12500
GVWR (Min.)	6700	7300	8100	8400	6700	7300	8100	8400	6700	7300	8100	8400	6700	7300	8100	8400	6200
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)				10-15% of Trailer Weight				10-15% of Trailer Weight				10-15% of Trailer Weight				Approx. 25% of Trailer Weight
Trailer Class	I				II				III				IV				II, III, IV
Engine ④	5.8L (351) V-8 [V]				5.8L (351) V-8 [V]				6.6L (400) V-8 [W]				6.6L (400) V-8 [W]				6.6L (400) V-8 [W]
Transmission ④	C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]
Axle Ratio ④	3.54				3.54				4.10				4.10				3.54
High Ambient Temp. ⑤	—				Super Cooling [BNC]				Super Cooling [BNC]				Super Cooling [BNC]				Super Cooling [BNC]
Towing Package ⑤	L.D. [F7B]				H.D. [F7C]				H.D. [F7C]				H.D. [F7C]				H.D. [F7C]
Trailer Hitch ⑤	Weight Carrying				Weight Distributing ②				Weight Distributing ②				Weight Distributing ②				Frame Mounted

See page 97 for footnotes.

1978 Trailer Towing

Model	Super Cab F-100 4x2											
Towing Method	Conventional											
Wheelbase	138.8		155		138.8		155		138.8		155	
Trailer Weight (lbs.)	Up to 2000				2000-3500				3500-6000			
GCWR (Max.) ①	7000	7500	7000	7600	8350	8850	8350	8950	10000	11000	10000	11000
GVWR (Min.)	5200	5700	5200	5800	5200	5700	5200	5800	5200	5700	5200	5800
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)				10-15% of Trailer Weight — 800 lbs. (Max.)							
Trailer Class	I				II				III			
Engine ④	Std. 4.9L (300) Six [C]				5.8L (351) V-8 [V]							
Transmission ④	C.O.M. [AD]				C.O.M. [AD]							
Axle Ratio ④	3.25				3.25							
High Ambient Temp. ⑤	—				Super Cooling [BNC]							
Towing Package ⑤	L.D. [F7B]				H.D. [F7C]							
Trailer Hitch ⑤	Weight Carrying				Weight Distributing ②							

Model	Super Cab F-150 4x2											
Towing Method	Conventional											
Wheelbase	139		155		139		155		139		155	
Trailer Weight (lbs.)	Up to 2000				2000-3500				3500-6000			
GCWR (Max.) ①	7850	8000	8000	8200	9200	9350	9350	9550	11000			
GVWR (Min.)	6050	6200	6200	6400	6050	6200	6200	6400	6050	6200	6200	6400
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)				10-15% of Trailer Weight — 800 lbs. (Max.)							
Trailer Class	I				II				III			
Engine ④	Std. 4.9L (300) Six [C]				5.8L (351) V-8 [V]							
Transmission ④	C.O.M. [AD]				C.O.M. [AD]							
Axle Ratio ④	3.25				3.25							
High Ambient Temp. ⑤	—				Super Cooling [BNC]							
Towing Package ⑤	L.D. [F7B]				H.D. [F7C]							
Trailer Hitch ⑤	Weight Carrying				Weight Distributing							

See page 97 for footnotes.

1978 Trailer Towing

Model	Super Cab F-250 4x2 W/SWB ⑥															
Towing Method	Conventional															
Wheelbase	138.8															
Trailer Weight (lbs.)	Up to 2000				2000-3500				3500-6000				6000-8000			
GCWR (Max.) ①	8100	8600	9400	9600	9450	9950	10750	10950	11700	12200	13000	13200	13500	14000	14800	15000
GVWR (Min.)	6300	6800	7600	7800	6300	6800	7600	7800	6300	6800	7600	7800	6300	6800	7600	7800
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)				10-15% of Trailer Weight											
Trailer Class	I				II				III				IV			
Engine ④	5.8L (351) V-8 [V]				5.8L (351)				6.6L (400) V-8 [W]							
Transmission ④	C.O.M. [AD]				C.O.M. [AD]											
Axle Ratio ④	3.31				3.31				3.54							
High Ambient Temp. ⑤	—				Super Cooling [BNC]											
Towing Package ⑤	L.D. [F7B]				H.D. [F7C]											
Trailer Hitch ⑤	Weight Carrying				Weight Distributing ②											

Model	Super Cab F-250 4x2 W/LWB ③															
Towing Method	Conventional															Fifth Wheel
Wheelbase	155															
Trailer Weight (lbs.)	Up to 2000				2000-3500				3500-6000				6000-8000			Up to 6500
GCWR (Max.) ①	8350	8850	9300	9900	9700	10200	10650	11250	11950	12450	12900	13500	13750	14250	14700	15300	12500
GVWR (Min.)	6550	7050	7500	8100	6550	7050	7500	8100	6550	7050	7500	8100	6550	7050	7500	8100	6300
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)				10-15% of Trailer Weight											Approx. 25% of Trailer Weight
Trailer Class	I				II				III				IV			II, III, IV
Engine ④	5.8L (351) V-8 [V]				5.8L (351) V-8 [V]				6.6L (400) V-8 [W]							
Transmission ④	C.O.M. [AD]				C.O.M. [AD]											
Axle Ratio ④	3.31				3.31				3.54							
High Ambient Temp. ⑤	—				Super Cooling [BNC]											
Towing Package ⑤	L.D. [F7B]				H.D. [F7C]											
Trailer Hitch ⑤	Weight Carrying				Weight Distributing ②											Frame Mounted

See page 97 for footnotes.

1978 Trailer Towing

Model	Super Cab F-350 4x2 ③				
Towing Method	Conventional				Fifth Wheel
Wheelbase	155	155	155	155	155
Trailer Weight (lbs.)	Up to 2000	2000-3500	3500-6000	6000-9000	Up to 8500
GCWR (Max.) ①	11000	12350	14600	17300	15000
GVWR (Min.)	9200	9200	9200	9200	9200
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)	10-15% of Trailer Weight	10-15% of Trailer Weight	10-15% of Trailer Weight	Approx. 25% of Trailer Weight
Trailer Class	I	II	III	IV	II, III, IV
Engine ④	Std. 5.8L (351) V-8 [V]	5.8L (351) V-8 [V]	6.6L (400) V-8 [W]	7.5L (460) V-8 [U]	6.6L (400) V-8 [W]
Transmission ④	C.O.M. [AD]	C.O.M. [AD]	C.O.M. [AD]	C.O.M. [AD]	C.O.M. [AD]
Axle Ratio ④	Std. 3.73	3.73	3.73	3.73	3.73
High Ambient Temp. ⑤	—	Super Cooling [BNC]	Super Cooling [BNC]	Super Cooling [BNC]	Super Cooling [BNC]
Towing Package ⑤	L.D. [F7B]	H.D. [F7C]	H.D. [F7C]	H.D. [F7C]	H.D. [F7C]
Trailer Hitch ⑤	Weight Carrying	Weight Distributing ②	Weight Distributing ②	Weight Distributing ②	Frame Mounted

Model	Super Cab F-150 4x4				
Towing Method	Conventional				
Wheelbase	155				
Trailer Weight (lbs.)	Up to 2000	2000-3500		3500-6000	
GCWR (Max.) ①	8200	8200	9550	9550	11000
GVWR (Min.)	6400				
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)	10-15% of Trailer Weight			
Trailer Class	I	II		III	
Engine ④	Std. 5.8L (351) V-8 [V]	Std. 5.8L (351) V-8 [V]			
Transmission ④	C.O.M. [AD]	C.O.M. [AD]			
Axle Ratio ④	3.50	3.50			
High Ambient Temp. ⑤	—	Super Cooling [BNC]			
Towing Package ⑤	L.D. [F7B]	H.D. [F7C]			
Trailer Hitch ⑤	Weight Carrying	Weight Distributing ②			

See page 97 for footnotes.

1978 Trailer Towing

Model	Super Cab F-250 4x4 ③												
Towing Method	Conventional												Fifth Wheel
Wheelbase	155												
Trailer Weight (lbs.)	Up to 2000			2000-3500			3500-6000			6000-8000			Up to 6500
GCWR (Max.) ①	8900	9400	10300	10250	10750	11650	12500	13000	13900	14300	14800	15700	12500
GVWR (Min.)	7100	7600	8500	7100	7600	8500	7100	7600	8500	7100	7600	8500	7100
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)			10-15% of Trailer Weight — 800 lbs. (Max.)									Approx. 25% of Trailer Weight
Trailer Class	I			II			III			IV			II, III, IV
Engine ④	5.8L (351) V-8 [V]			5.8L (351) V-8 [V]			#6.6L (400) V-8 [W]						
Transmission ④	C.O.M. [AD]			C.O.M. [AD]									
Axle Ratio ④	3.54			3.54			#4.10						
High Ambient Temp. ⑤	—			Super Cooling [BNC]									
Towing Package ⑤	L.D. [F7B]			H.D. [F7C]									
Trailer Hitch ⑤	Weight Carrying			Weight Distributing ②									Frame Mounted

Model	Crew Cab F-250 4x2											
Towing Method	Conventional											
Wheelbase	150.3			150.3			150.3			150.3		
Trailer Weight (lbs.)	Up to 2000			2000-3500			3500-6000			6000-7000		
GCWR (Max.) ①	8000	8600	9500	9350	9950	10850	11600	12200	13100	12500	13100	14000
GVWR (Min.)	6200	6800	7700	6200	6800	7700	6200	6800	7700	6200	6800	7700
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)			10-15% of Trailer Weight			10-15% of Trailer Weight			10-15% of Trailer Weight		
Trailer Class	I			II			III			IV		
Engine ④	5.8L (351) V-8 [V]			5.8L (351) V-8 [V]			6.6L (400) V-8 [W]			6.6L (400) V-8 [W]		
Transmission ④	C.O.M. [AD]			C.O.M. [AD]			C.O.M. [AD]			C.O.M. [AD]		
Axle Ratio ④	3.73			3.73			3.54			3.54		
High Ambient Temp. ⑤	—			Super Cooling [BNC]			Super Cooling [BNC]			Super Cooling [BNC]		
Towing Package ⑤	L.D. [F7B]			H.D. [F7C]			H.D. [F7C]			H.D. [F7C]		
Trailer Hitch ⑤	Weight Carrying			Weight Distributing ②			Weight Distributing ②			Weight Distributing ②		

See page 97 for footnotes.

1978 Trailer Towing

Model	Crew Cab F-250 4x4															
Towing Mehtod	Conventional															
Wheelbase	150.3				150.3				150.3				150.3			
Trailer Weight (lbs.)	Up to 2000				2000-3500				3500-6000				6000-7000			
GCWR (Max.) ①	8500	9100	9900	10200	9850	10450	11250	11550	12100	12700	13500	13800	13000	13600	14400	14700
GVWR (Min.)	6700	7300	8100	8400	6700	7300	8100	8400	6700	7300	8100	8400	6700	7300	8100	8400
Tongue Load	10-15% of Trailer Weight 200 lbs. (Max.)				10-15% of Trailer Weight				10-15% of Trailer Weight				10-15% of Trailer Weight			
Trailer Class	I				II				III				IV			
Engine ④	5.8L (351) V-8 [V]				5.8L (351) V-8 [V]				6.6L (400) V-8 [W]				6.6L (400) V-8 [W]			
Transmission ④	C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]				C.O.M. [AD]			
Axle Ratio ④	3.54				3.54				4.10				4.10			
High Ambient Temp. ⑤	—				Super Cooling [BNC]				Super Cooling [BNC]				Super Cooling [BNC]			
Towing Package ⑤	L.D. [F7B]				H.D. [F7C]				H.D. [F7C]				H.D. [F7C]			
Trailer Hitch ⑤	Weight Carrying				Weight Distributing ②				Weight Distributing ②				Weight Distributing ②			

① — GCWR equals combined weight of towing vehicle including passengers and cargo plus the weight of the trailer GCWR and both the front and rear GAWR's must not be exceeded.

② — Hitch sway control recommended for trailer over 2,000 lbs.

③ — Camper special package w/C.O.M. and external oil cooler may be used in lieu of trailer towing package providing a conventional load carrying or equalizing-type hitch is used (no extended hitches).

④ — Required minimum equipment.

⑤ — Recommended equipment.

⑥ — Fifth wheel N.A.

SPECIAL SITUATIONS

Slide-In Camper Body

Ford Motor Company recommends that all full height slide-in camper bodies be directly attached to the vehicle frame structure: Since it is required that no holes be added through the vehicle frame side rail flanges, it is suggested that the owner have outrigger type "L" brackets attached to the frame's vertical web to which the camper body can be conveniently attached.

WARNING — Ford recommends that passengers be carried only in the cab of the truck. Slide-in campers should not be occupied while the vehicle is in motion.

Camper Body Installations

Once you have obtained your new camper, it is recommended that you place either a 2 x 4 or 4 x 4 x 5 foot long wood spacer between the headboard of the pickup box and the forward most part of the camper floor, resting the spacer on the pickup box bed. The actual size (2 x 4 or 4 x 4) of the wood spacer should be determined such that, when the camper is fully installed it does not contact the headboard or the taillight rear pillars, to prevent their damage.

Chassis Equipment Requirements for F-250/F-350 Camper Specials

The following charts (page 99-101) show the Gross Vehicle Weight Rating and minimum optional equipment required for use with the Camper Special package. The equipment shown does not necessarily represent the maximum equipment obtainable. In many cases, additional equipment is available for maximum camper loads and applications.

The Truck Consumer Information Sheet on truck camper loading is located in the glove box. Be sure to read this sheet for information regarding slide-in camper usage and whether your vehicle is recommended for carrying a slide-in camper.

NOTE — The 4-speed manual overdrive transmission should not be used with camper applications or usage.

SPECIAL SITUATIONS

F-250, F-350 Super Cab
Minimum Optional Equipment Required

Model	F-250 4x2	F-250 4x4	F-350
Wheelbase	155		
GVWR	8100	8500	9200
Max. Camper Length ①	11 Ft.		
Body Type	Styleside Pickup — Chassis-Cab		
Engine	8 Cylinder		
Transmission ②	Cruise-O-Matic or 4-Speed Manual		
Tires			
Tubeless — Front/Rear	Std.		Std.
Tube Type — Front/Rear	7.50x16E	7.50x16E	—
Recommended Axle Ratios:			
w/9.50x16.5	3.73 (3.54 w/6.6L (400 CID)/ 7.5L (460 CID)	4.10	3.73
w/7.50x16	3.73 (3.54 w/6.6L (400 CID)/ 7.5L (460 CID)	4.10	—
Recommended for High Ambient Temperatures	Super Cooling		

① Camper length shown for reference only. The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed vehicle GVW rating.

② 4-Speed Overdrive not available with Camper Package.

F-250 4x2, F-250 4x4 and F-350 w/Single and Dual Rear Wheels — Regular Cab
Minimum Optional Equipment Required

Model	F-250 4x2		F-250 4x4		F-350 Sgl. Rr.	F-350 Dual Rear		F-350 Sgl. Rr.		
Wheelbase	133		133		137/161			140		
GVWR	6800	7700/7900	7300	8100/8400	8000/8200	9500	10,000	8300	8900	9900
Max. Camper Length ②	11 Ft.		11 Ft.		11 Ft. — 137" W.B.	12 Ft. — 137" W.B.		12 Ft.		
					12 Ft. — 161" W.B.	14 Ft. — 161" W.B.				
Body Type	Styleside Pickup Flareside Pickup Chassis-Cab		Styleside Pickup Flareside Pickup Chassis-Cab		Chassis-Cab			Styleside Pickup		
Engine	8 Cylinder									
Transmission ①	Cruise-O-Matic or 4-Speed Manual									
Tires ③ Tubeless — Frt/Rr	8.75x16.5E ④	Std. ④	8.75x16.5E ④	Std. ①	8.75x16.5E ④	Std.	Std.	Std.	Std.	Std.
Tube Type — Frt/Rr	7.50x16D	7.50x16E	7.50x16D	7.50x16E	7.50x16C/E	7.50x16C	7.50x16C/D	7.50x16E	—	—
Recommended Axle Ratios w/8.00x16.5 or 8.75x16.5	3.73 (3.54 w/6.6L (400 CID)/ 7.5L (460 CID)		4.10		3.73			3.73		
w/9.50x16.5 or 7.50x16	3.73		4.10		4.10 (3.73 w/6.6L (400 CID)/7.5L (460 CID)					
Recommended for High Ambient Temperatures	Super Cooling									

① 4 Speed Overdrive not available with Camper Package.

② Camper length shown for reference only. The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed vehicle GVW rating.

③ Radial ply tires also available in 8.75 size only.

④ 9.50x16.5D recommended.

SPECIAL SITUATIONS

F-350 Camper with Crew Cab
Minimum Optional Equipment Required

Model	F-350 Single Rear	F-350 Dual Rear	
Wheelbase	167		
GVWR	8200	9500	10,000
Max. Camper Length ①	11 Ft.	12 Ft.	
Body Type	Styleside Pickup Chassis-Cab	Chassis-Cab	
Engine	8 Cylinder		
Transmission ④	Cruise-O-Matic or 4-Speed Manual		
Tires ② Tubeless — Frt/Rr	8.75x16.5E ③	Std.	Std.
Tube Type — Frt/Rr	7.50x16C/E	7.50x16C	7.50x16C/D
Recommended Axle Ratios: w/8.00x16.5 or 8.75x16.5	3.73	3.73	
w/9.50x16.5	4.10 (3.73 w/6.6L (400 CID)/7.5L (460 CID)	—	
w/7.50x16	3.73	4.10	
Recommended for High Ambient Temperature	Super Cooling		

① Camper length shown for reference only. The combined weight of any camper body, occupants and equipment when added to the vehicle weight must not exceed vehicle GVW rating.

② Radial ply tires also available in same size except 9.50x16.5 and 7.50x16C tires.

③ 9.50x16D recommended.

④ 4-Speed Overdrive not available with Camper Package.

Other Recommended Equipment — Auxiliary fuel tank, heavy-duty shocks, air conditioning, sliding rear window, Ranger XLT, tinted glass, power steering, and tool stowage box.

SPECIAL SITUATIONS

Dual Battery (Optional)

This option provides a separate power source of auxiliary equipment, such as the camper, interior lighting, etc.

The option consists of a 68 ampere-hour battery, wiring and relay. The battery is located under the hood on the driver's side of the engine compartment opposite the main vehicle battery. It is automatically connected to the alternator charging circuit when the ignition lock cylinder is turned on and automatically disconnected when the ignition lock cylinder is turned off.

With this system the auxiliary battery can be used during an overnight stop and recharged during normal operation of the truck with no effect on the regular vehicle battery. The service requirements of the auxiliary battery are identical to those for the primary battery in the vehicle.

Pickup Box Cover (Optional)

The two fiberglass pickup box covers (standard or deluxe) can be readily removed or installed by following the procedures listed.

NOTE — In the event that the optional Ford Pickup Box Cover is installed on pickup trucks not equipped with the cover at the factory, it is mandatory to use the Ford Body Pickup Box Cover Kit to comply with FMVSS regulations.

WARNING — Ford recommends that passengers be carried only in the cab of the truck. The area enclosed by the pick-up box cover should not be occupied unless the vehicle is stationary and the engine is off.

INSTALLATION

☐ Clean the top surface of the pickup box side and front panels and tailgate to remove any abrasive materials which may have collected (see "Maintenance," page 105).

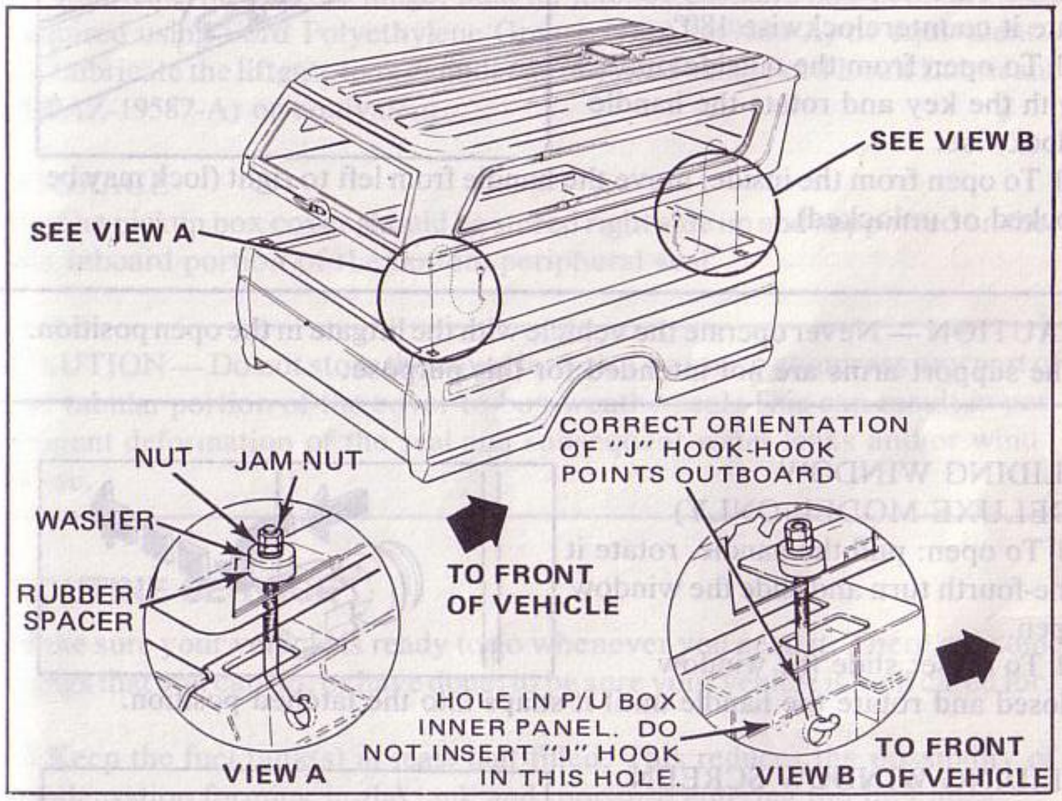
☐ With the liftgate closed, position the pickup box cover on the pickup box so that it is centrally located side to side and the bottom edge of the liftgate is 5/16 inch away from the tailgate.

☐ Insert the hooked portion of each pre-assembled "J" bolt down through the cover mounting holes and hook them into the flared holes in the wall of the rear corner stake pockets as shown (page 103), and into the outboard flared holes of the front corner stake pockets.

☐ Tighten each nut sufficiently to compress the rubber spacer 3/16 inch.

☐ Connect the electrical wiring (2 way connector) at the front left corner of the pickup box (deluxe model only).

NOTE — It is recommended that the "J" bolt be inspected frequently to assure that proper attachment is maintained. Damage to the pickup box cover can result from a loose "J" bolt attachment.



REMOVAL — Removal of the pickup box cover is accomplished in reverse order to the installation.

NOTE — It is not necessary to completely disassemble the nut, flat washer, and rubber spacer from the "J" bolt to remove the cover.

ADJUSTMENTS — The liftgate latch strikers are the only items which may need adjustment. If the striker-latch relationship changes after installing or removing the cover, liftgate weatherseal may leak or the latches may not engage. These conditions can be corrected by adjusting the strikers as follows:

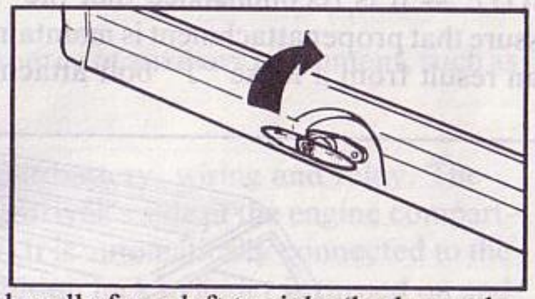
☐ Outline the strikers on the body with a pencil to record the existing position.

☐ Loosen the attaching screws and adjust the strikers forward (to correct weatherseal leak) or aft (to gain latch engagement) as required.

☐ When strikers are properly positioned, tighten the attaching screws (7 to 11 foot pounds).

SPECIAL SITUATIONS

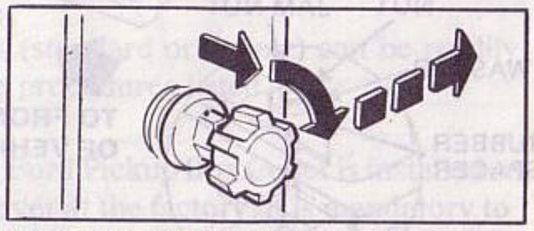
LIFTGATE



☐ To lock: close the liftgate, insert the key and rotate it clockwise 180°.
☐ To unlock: insert the key and rotate it counterclockwise 180°.
☐ To open from the outside: unlock with the key and rotate the handle clockwise.
☐ To open from the inside: move the handle from left to right (lock may be locked or unlocked).

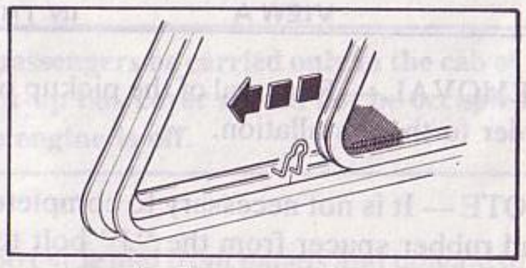
CAUTION — Never operate the vehicle with the liftgate in the open position. The support arms are not intended for this purpose.

SLIDING WINDOW
(DELUXE MODEL ONLY)



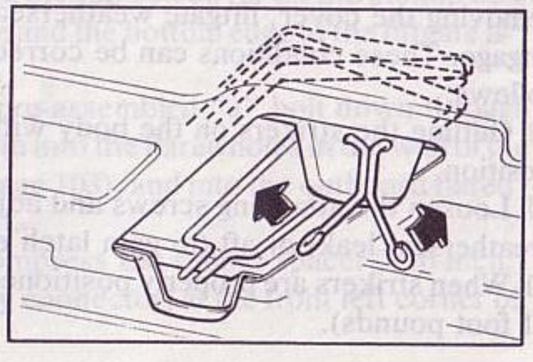
☐ To open: pull the handle, rotate it one-fourth turn and slide the window open.
☐ To close: slide the window closed and rotate the handle until it snaps into the latched position.

SLIDING WINDOW SCREEN
(DELUXE MODEL ONLY)



☐ To remove: with the window full open, slide the screen forward and lift it out.
☐ To install: with the window full open, slide the screen rearward while feeding the screen clips into the groove in the screen frame.

THREE-WAY, HINGELESS
ROOF VENTILATOR



☐ To intake air (front open): rotate the front lever forward.
☐ To exhaust air (rear open): rotate the rear lever rearward.
☐ To raise vent (fully open): rotate both levers as above.
☐ To close vent: reverse the above procedures.

SPECIAL SITUATIONS

MAINTENANCE

☐ The exterior finish and bright metal should be cleaned like the rest of the vehicle (see pages 144-146).
☐ Lubricate the liftgate hinge, handle, latches, strikers and prop arms as required using Ford Polyethylene Grease (D7AZ-19584-A) or equivalent.
☐ Lubricate the liftgate lock cylinder as required using Ford Lock Lubricant (D8AZ-19587-A) or equivalent.

STORAGE

☐ The pickup box cover should be stored right side up and supported on the flat inboard portion of the bottom peripheral seal.

CAUTION — Do not store the cover in such a way as to compress any part of the tubular portion of the cover-to-box weatherseal. This can result in permanent deformation of the seal and subsequent water leaks and/or wind noise.

ROUTINE SERVICE

Make sure your vehicle is ready to go whenever you need it. There are some things that you can do, or have done, to be sure your vehicle is well cared for.

☐ Keep the fuel tank(s) at least half filled. This reduces the possibility of condensation forming in the tank and moisture entering the fuel lines.

☐ Under the hood, make frequent checks of the motor oil and coolant levels. The name "Ford" on the label of the motor oil and cooling system fluid will assure you of the highest quality for long-lasting, performance-keeping operation.

☐ Check the battery fluid level often, especially if your vehicle is being driven in a warm, dry climate.

NOTE — Not required with "Maintenance Free" battery.

☐ Check the windshield washer reservoir fluid level. If the fluid level is low, add water with the recommended proportion of Ford Ultra-Clear Windshield Washer Solution.

☐ Visually inspect the tires daily and have the air pressure checked regularly. Tire pressure lower than recommended will reduce tire life, and pressure higher than recommended will tend to magnify, rather than absorb, road shocks. Remember that tire pressure will usually increase after long driving periods at high speeds or operation with heavy loads. Do not bleed air out of an extremely warm tire to adjust the pressure. Maintaining the correct tire pressure for the load and speed at which you drive is one of the most effective steps you can take for the safety of yourself and your passengers. See pages 120-123 for tire care tips.

Whenever your vehicle requires maintenance of any kind, your authorized dealer has skilled technicians who will do an expert job of keeping your vehicle in its prime condition.

Avoid Mixing Lubricants

In some cases, different brands of lubricants are not compatible with each other and deteriorate when mixed. It is best to stick with one brand at successive maintenance intervals. You can be sure that Ford lubricants are compatible with those used at the factory.

Gasoline Octane Rating

The engine in F-100 and California F-100 — F-250 vehicles equipped with catalytic converters are designed to operate on UNLEADED FUEL ONLY (vehicles manufactured and sold in the United States and some vehicles in Canada). Leaded fuel can damage the catalytic converter and affect other emission control components. On F-150, F-250, and F-350 vehicles in "49" states and California F-350, the engines are designed to operate on "regular" (leaded) or "low lead" gasoline. When the engine is adjusted to factory recommended specifications, you may use a fuel with a minimum octane rating as designated by any of the following.

Research Octane Number (RON) 91

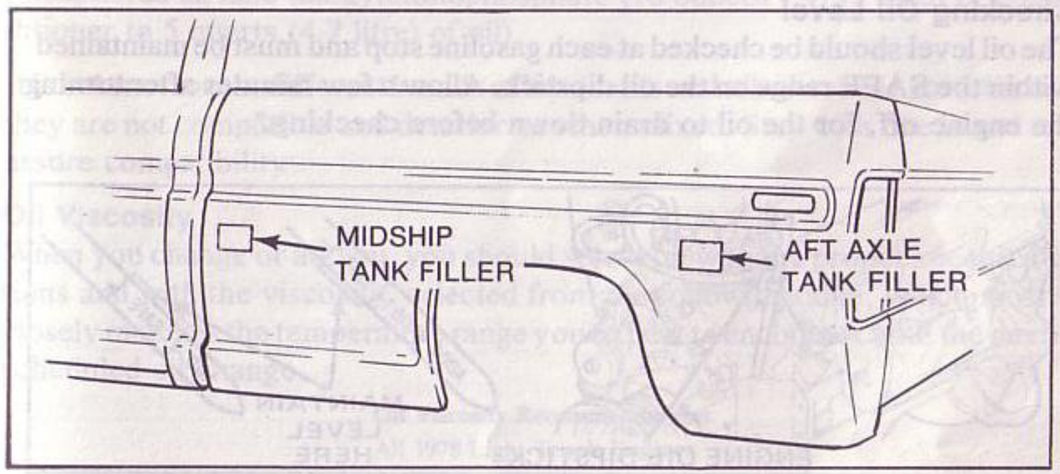
Average of Research Octane Number and Motor Octane Number (Antiknock Index) 87

Octane rating and unleaded fuel availability may vary between gasoline stations. If you plan to drive your vehicle outside the United States, check the quality of gasoline available in the area you expect to visit.

Vehicles sold in Canada may be operated on "regular" (leaded) and unleaded gasoline depending on the engine application. "Regular" (leaded) gasoline may be used unless designated on the instrument panel and gasoline filler door that the vehicle is to be operated on UNLEADED GASOLINE ONLY.

Fuel Tank Filler Location

The aft axle fuel tank filler is located on the left side of the vehicle just behind the rear axle.



If a frame-mounted midship tank is installed, the filler is located on the driver's side of the vehicle, behind the cab on the side panel; on Crew Cabs the midship tank is located just behind the left hand rear door.

CAUTION — Use of an after-market fuel filler cap other than an authorized Ford/Motorcraft service part or the equivalent could result in damage to the fuel system or cause improper system operation if not properly designed/manufactured for pressure and vacuum relief. Customer warranty is void for fuel tank and/or fuel system damage resulting from use of such caps.

Fuel Tank Filling

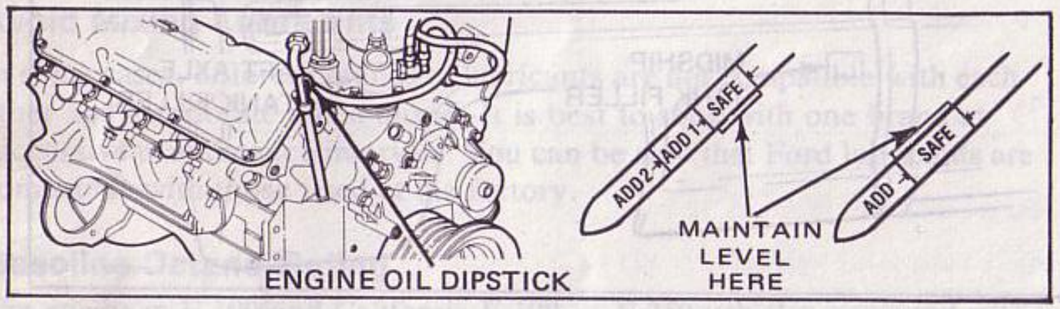
The filler tube openings for the fuel tanks on vehicles to be operated on UNLEADED FUEL and sold in the United States have been made smaller to prevent accidental filling with other than unleaded fuel. Gasoline pumps in the United States dispensing unleaded fuel are equipped with nozzles to accommodate the smaller filler opening on the fuel tank.

If the fuel tank in your vehicle has been overfilled, expansion of fuel due to temperature increases may cause fuel overflow at the filler cap when the vehicle is standing or if the cap is removed. To minimize this condition, it is recommended that the amount of fuel put in the tank when filling be limited to the automatic pump shutoff. If your vehicle has two tanks, use fuel from both tanks after fill-up to reduce fuel levels.

Engine Oil

Checking Oil Level

The oil level should be checked at each gasoline stop and must be maintained within the SAFE range on the oil dipstick. Allow a few minutes after turning the engine off, for the oil to drain down before checking.



Adding Oil

It is normal to add some oil between oil changes. The amount will vary with the severity of operations. When adding or replacing engine oil, be sure oil meets specification listed.

Changing Oil and Filter

For most drivers, the engine oil and filter must be changed at the intervals specified on the Required Maintenance Service Charts. Under normal driving conditions, you do not need to change more often if you use oil and filters of the recommended quality.

The oil and filter should be changed more often if your vehicle operation includes: extended periods of idling or low-speed operation; towing trailers; operating in cold temperatures for short distances; or in severe dust conditions. No break-in oil change is required.

Oil Quality

To help achieve proper engine performance and durability, it is important that you use only engine lubricating oils of the proper quality in your vehicle's engine. Proper quality oils also provide maximum efficiency for the crankcase ventilating system which reduces air pollution.

Use only those oils that meet Ford Specification ESE-M2C144-A or API Classification SE or SE/CC.

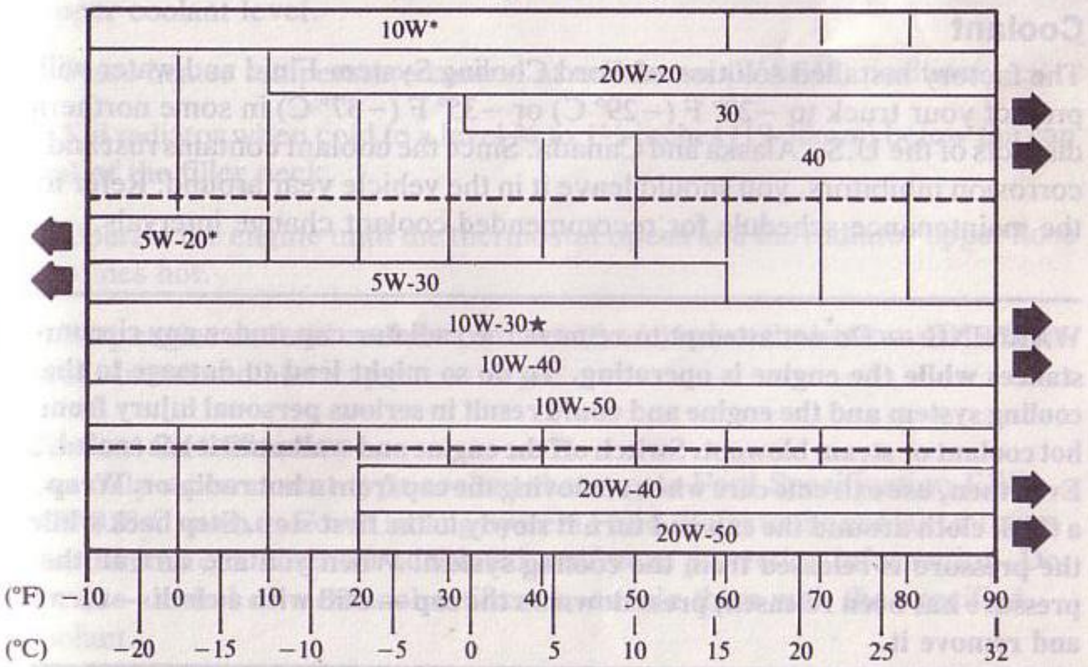
NOTE — Oils of the above classifications which also meet API Classification CD are not recommended unless the oil supplier indicates they contain a minimum of 0.10 weight percent phosphorus as zinc dialkyldithiophosphate (alkyl zinc) or a high quality fully formulated zinc dialkyldithiophosphate oil conditioner such as Ford Part Number D2AZ-19579-A is added at each oil change in a quantity sufficient to provide a minimum of 0.10 weight percent phosphorus as zinc dialkyldithiophosphate (16 ounces (.4732 litre) of conditioner to 5 quarts (4.7 litre) of oil).

It is best not to mix different brands of lubricants and oils, because sometimes they are not compatible and deteriorate when mixed. Stay with one brand to assure compatibility.

Oil Viscosity

When you change or add oil, you should select oil with the proper specifications and with the viscosity, selected from the following table, which most closely matches the temperature range you expect to encounter until the next scheduled oil change.

Oil Viscosity Recommendations
All 1978 Light Truck Engines



* Not recommended for sustained high speed driving.

★ Recommended for improved low temperature starting where temperatures are consistantly below −10°F (−23°C).

Oil Filter

Proper oil filtration is just as essential as the use of a good motor oil. Use only a Motorcraft oil filter or one of equal quality which meets Ford specifications.

To replace, unscrew the filter from the adapter fitting, turn it horizontally and let the excess oil drain off. Slide the filter toward the side of the vehicle and remove.

Coat the gasket surface of the new filter with engine oil and hand tighten until the gasket contacts the base; then tighten another one half turn. Fill the crankcase and run the engine to check for leaks. Refer to the maintenance schedules for the proper time and mileage intervals for changing the oil filter.

CAUTION — Do not handle a hot oil filter with bare hands.

Coolant

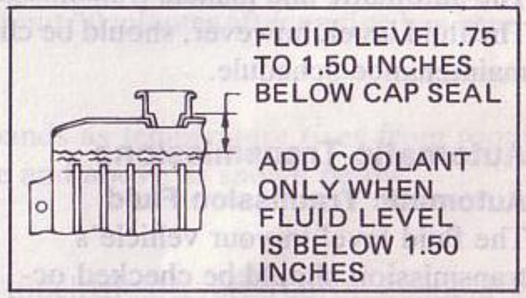
The factory installed solution of Ford Cooling System Fluid and water will protect your truck to −20° F (−29° C) or −35° F (−37° C) in some northern districts of the U.S., Alaska and Canada. Since the coolant contains rust and corrosion inhibitors, you should leave it in the vehicle year around. Refer to the maintenance schedule for recommended coolant change intervals.

WARNING — Do not attempt to remove the radiator cap under any circumstances while the engine is operating. To do so might lead to damage to the cooling system and the engine and could result in serious personal injury from hot coolant or steam blowout. Switch off the engine and wait until it has cooled. Even then, use extreme care when removing the cap from a hot radiator. Wrap a thick cloth around the cap and turn it slowly to the first stop. Step back while the pressure is released from the cooling system. When you are sure all the pressure has been released, press down on the cap — still with a cloth — turn and remove it.

Check the protection rating of the coolant at least once a year, just before winter. Maintain a protection rating of at least −20°F (−29°C) to maintain anti-rust protection and to assure proper engine operating temperature.

Check the coolant level in the radiator at least once a month, preferably when the engine is cool.

Maintain the coolant level to within 1½ inches (38mm) below the filler neck seat on the radiator when the coolant is cold.



Whenever you do add coolant to the radiator, use equal parts of water and Ford Cooling System Fluid or equivalent. If you have to add coolant more than once a month, or if you have to add more than one quart at a time, have your dealer check the cooling system for leaks.

Replacing Coolant

Use the following refill procedure to remove air from the system and provide proper coolant level.

☐ Place heater temperature control at maximum (WARM) position.

☐ Fill radiator when cold to a level ¾ to 1½ inches (19-38mm) below the cap seal of the filler neck.

☐ Operate the engine until the thermostat opens and the radiator upper hose becomes hot.

☐ Stop engine and add coolant to ¼ inch (6mm) below the bottom of the filler neck. Install radiator cap.

Coolant Specification

Use only a permanent-type coolant that meets Ford Specification ESE-M97B18-C, such as Ford Cooling System Fluid. Refer to the coolant mixture chart on the container for additional antifreeze protection information. Do not use alcohol or methanol antifreeze, or mix them with the specified coolant.

Plain water may be used in an emergency, but replace it with the specified coolant as quickly as possible to avoid damage to the system. With only water in the system, do not let the engine run hot.

Checking Hoses

Inspect all engine and heater system hoses for deterioration, leaks, and loose hose clamps as specified in the maintenance schedule. Repair or replace as necessary.

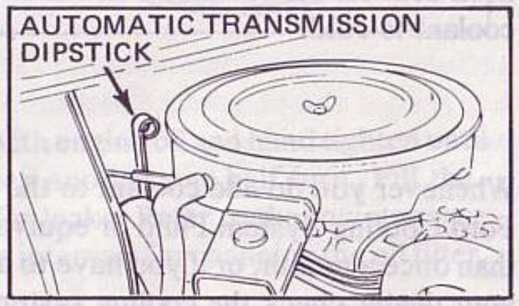
Transmission Fluid

The automatic and manual transmissions are filled with fluid at the factory. The fluid level, however, should be checked at the intervals specified in the maintenance schedule.

Automatic Transmissions

Automatic Tramission Fluid

The fluid level in your vehicle's transmission should be checked occasionally. Correct fluid level is very important for proper transmission function. Low level causes slippage and overfill can cause foaming or loss of fluid from fill tube or vent.



The most convenient time for checking is when other engine compartment maintenance is being performed.

Checking Fluid Level

The dipstick is designed to check fluid level at normal operating temperature (approximately 20 miles vehicle operation), but can be used to check fluid level temperature for convenience.

To check the fluid level in your automatic transmission, apply foot brake, start and move the transmission shift lever through all of the gear positions allowing sufficient time in each range to engage the transmission, stopping at the P (PARK) position. Apply the parking brake. With the engine still running and the vehicle on a level surface, wipe off the dipstick cap. Pull the dipstick out of the transmission filler tube. Wipe it clean, and push it all the way back into the tube. Pull the dipstick out and check the level.

Normal Operating Temperature

At normal operating temperature (150°-170°F/fluid feels too hot to hold comfortably) the fluid level on the dipstick should be between the ADD and DON'T ADD (Full) marks. Add or remove fluid as required. Caution — if vehicle has been operated for extended period at high speed, or in city traffic in hot weather, or car is being used to pull a trailer, to obtain an accurate reading the fluid has to cool, usually about 30 minutes after engine has been turned off.

NOTE — The transmission fluid expands as temperature rises from room temperature to operating temperature and above as shown below.

Room Temperature

At room temperature (70°-95°F/cool to touch) fluid level on dipstick should be between middle and top hole on stick. Add or remove fluid as required. Be careful not to overfill as fluid expands rapidly due to temperature rise. (Illustrated) If vehicle has not been operated for some time and outside temperature is below 70°F the fluid must be raised to room temperature by running engine until dipstick feels cool.

When the dipstick is installed, always make sure it is fully seated.

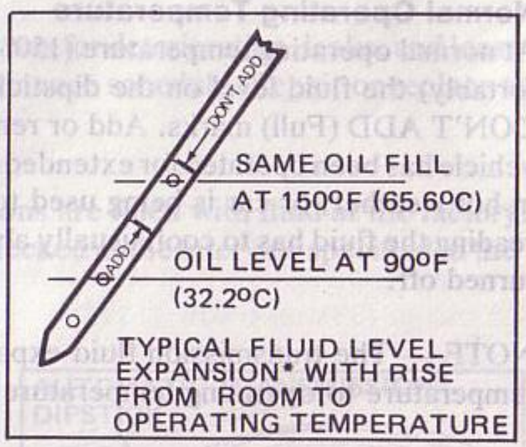
Overfill can cause the fluid to foam and spill out through the transmission vent with resultant transmission malfunction.

Underfill can result in transmission loss of engagement or slipping. This condition is most evident in cold weather or when the vehicle is parked or being driven on a hill.

If the transmission fluid level is checked when the fluid is cold, the dipstick could indicate that fluid should be added. If fluid is added at this time, an overfill condition could result when the fluid reaches operating temperatures of 150° to 170°F (66° to 77°C) (dipstick hot to touch).

The following illustration shows how the fluid will expand with temperature increase, causing a rise in fluid level.

NOTE — If the vehicle has been operated under such conditions as hot weather operation in downtown traffic, extended periods of high speed driving or trailer towing, the fluid may have become hotter than 150°-170°F (66°-77°C). When this has happened, the fluid should be allowed to cool before attempting to check the fluid level.•



TYPICAL FLUID LEVEL EXPANSION* WITH RISE FROM ROOM TO OPERATING TEMPERATURE

FLUID SPECIFICATION — Refer to the transmission fluid dipstick for the specified fluid. When it is necessary to add or replace fluid, use Ford Automatic Transmission fluid that meets a Ford specification, as follows:
C4 Automatic Transmission — use fluid that meets Ford specification ESW-M2C33-F (Type F) or equivalent. Certification is evidenced by the following information appearing on the fluid container:

Ford
Qualification
No. 2P-XXXXXX
ESW-M2C33-F

C6 Automatic Transmission — Use fluid that meets Ford specification ESP-M2C138-CJ or equivalent.

CAUTION — Use of a fluid other than specified above could result in transmission damage and/or failure.

Manual Transmissions

1. Clean all the dirt from the filler plug on the side of the transmission case.
2. Remove the filler plug. The fluid level should be up to the bottom of the filler plug hole.

3. If additional fluid is required, add enough fluid through the filler plug hole to bring the level up to the bottom of the hole.
4. Install the filler plug, making sure it is fully seated.

FLUID SPECIFICATION (Manual Transmission) — When it is necessary to add or replace the manual transmission fluid, use only fluids which have been certified by the supplier as meeting Ford Motor Company Specifications as shown on page 152.

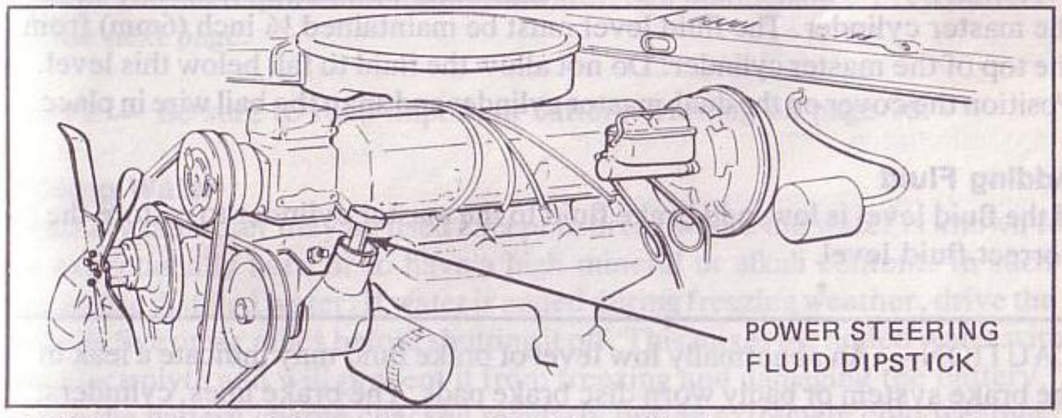
Power Steering Fluid

Checking Fluid Level

With the engine at normal operating temperature, turn the steering wheel back and forth several times to stabilize the fluid level. Stop the engine and check fluid level. Fluid must show between the bottom of dipstick and the FULL mark, on the "full hot" side of the dipstick. When the fluid is cold the oil level should show on the "full cold" side between the mark and the bottom of the dipstick.

NOTE — The dipstick has a FULL-COLD and a FULL-HOT line to show the fluid level. Be sure you use proper level line when checking the fluid level.

CAUTION — Low fluid level may indicate a leak in the power steering system. Inspect system to determine cause of leak and correct.


POWER STEERING FLUID DIPSTICK

NOTE — To avoid loss of pump dipstick and/or loss or contamination of fluid, be sure that the dipstick is properly installed. Position the dipstick with lock tabs in groove, then rotate clockwise until lock tabs contact the stop in pump filler.

NOTE — Do not hold the steering wheel in a "full turn" position for more than 2 seconds. This could damage the power steering pump and overheat the power steering fluid.

Adding Fluid

If additional fluid is required, add enough fluid through the filler tube to bring the level to the appropriate FULL mark. DO NOT OVERFILL.

Fluid Specification

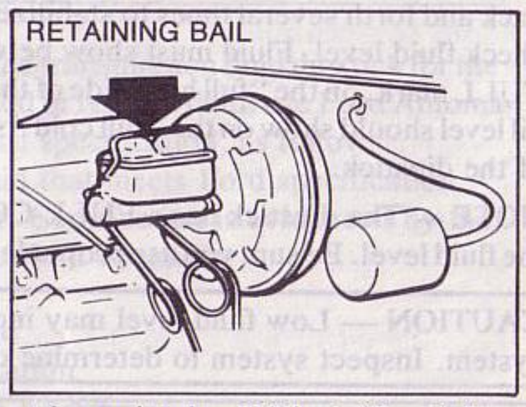
When it is necessary to add fluid to the power steering pump reservoir, use automatic transmission fluid meeting Ford Specification ESW-M2C33-F.

Brakes

Be alert for changes in braking action, such as repeated pulling to one side, unusual sounds when the brakes are applied or increased brake pedal travel. Check the brake system warning light when starting your vehicle and while driving. Any of these items could indicate the need for brake system inspection and/or service.

Brake Fluid

Checking Fluid Level



Remove any dirt accumulation from around the cover. Wipe any water and/or snow from the body sheet metal above the cover to prevent dripping into the master cylinder after the cover is removed. Snap the retaining bail sidewise and remove the dual-master cylinder cover. Do not permit any contamination to fall into the master cylinder. The fluid level must be maintained ¼ inch (6mm) from the top of the master cylinder. Do not allow the fluid to fall below this level. Position the cover on the dual-master cylinder and snap the bail wire in place.

Adding Fluid

If the fluid level is low, add brake fluid to the master cylinder to restore the correct fluid level.

CAUTION — An abnormally low level of brake fluid may indicate a leak in the brake system or badly worn disc brake pads. The brake lines, cylinders, and disc brake pads should be inspected to determine the cause.

Brake Fluid Specification

To assure proper brake action, when it is necessary to add fluid to the brake master cylinder, use Heavy Duty Brake Fluid, Ford Specification ▼ESA-M6C25-A or equivalent.

Parking Brake and Park Mechanism

Periodically check the holding ability of the parking brake by parking on a

steep hill and restraining the vehicle by using only the parking brake. Check the holding ability of the park mechanism (automatic transmissions) by releasing all brakes after moving the transmission selector lever to the P (PARK) position.

Rear Axle Fluid

The rear axle lubricant level and quality should not deteriorate under normal driving conditions. However, it is suggested that you have the fluid level checked occasionally. The most convenient time for such a check would be when your vehicle is raised on a hoist for some other reason, such as oil changes, lubrication or other repairs. If lubricant is required, add only lubricant meeting Ford Specifications ESW-M2C105-A for conventional axles limited-slip front and rear axles or ESW-M2C119-A for Traction-Lok axles.

Battery

Checking Fluid Level

Because the Motorcraft battery is the heart of your new vehicle's electrical system, periodic checks are necessary to keep it functioning properly. Keep the battery fluid level up to the ring under the filler cap.

NOTE — On some vehicles a maintenance-free battery is used. These batteries do not require the addition of water. See Maintenance-Free Battery on the next page.

NOTE — Be sure to read important battery warning on page 76.

Adding Water

Ordinary tap water may be used except in areas where the water is known to be exceptionally hard or to have a high mineral or alkali content. In such areas, use distilled water. If water is added during freezing weather, drive the vehicle five or six miles before shutting it off. This mixes the added water with the electrolyte and will prevent it from freezing and damaging the battery. Have the battery charge checked regularly during extremely cold weather. When the specific gravity falls below 1.230 (corrected to 80°F/25°C), recharge the battery. Make sure the cables are clean and tightly clamped to the battery terminals. Keep the top of the battery clean and dry.

WARNING — Keep lighted tobacco or any other flame or spark away from battery. Hydrogen, which is a highly combustible gas, is always present in the cells. See warning on page 76.

If there is any corrosion on the battery cables or terminals, remove the cables and clean the cables and terminals with a wire brush. Neutralize the acid with a solution of baking soda and water. After installing cables, apply a small quantity of grease to the top of each battery terminal to help prevent corrosion.

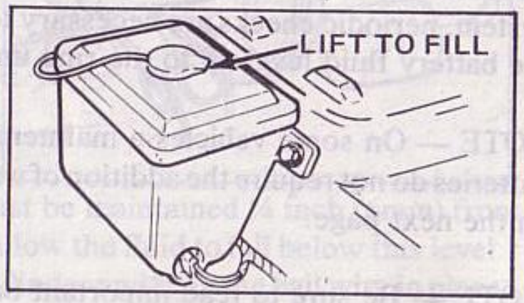
Maintenance-Free Battery

The new Motorcraft maintenance-free battery does not require the addition of water during its normal service life. The vents, which are for venting only, are part of the cover and cannot be removed. Keeping the top of the battery clean and dry will give you longer, trouble-free operation. Also, make certain the battery cables are tightly fastened to the battery terminals.

Windshield Wipers and Washers

Check the aim and amount of solution sprayed by the windshield washers. Inspect the solution level in the washer reservoir when insufficient solution is sprayed.

The windshield washer reservoir is located under the hood on the driver's side, just below the left of the jack stowage area. Be sure the washer reservoir is full and the washers are in good working condition. Ford Ultra-Clear Windshield Washer Solution (C9AZ-19550-A) or equivalent is recommended for year round use.



Windshield Wiper Blades

For maximum wiper effectiveness, the windshield and wiper blades must be kept clean. Foreign matter on the windshield or wiper blades may cause streaking or smearing. If blades do not clean properly, wash the windshield and **wiper blades** with undiluted Ford Ultra-Clear (an equivalent cleaner or mild detergent may be used). Rinse with water while rubbing with a clean cloth. For access to the blades, turn the ignition to accessory with the wipers on and when the wiper blades are approximately vertical, turn the ignition off. If you find cracks or breaks in the rubber, replace wiper blades with new Ford elements.

CAUTION — Do not allow wiper blades to come in contact with gasoline, kerosene, paint thinner, or similar solvents.

NOTE — Do not manually move the wiper blades across the windshield. This may cause damage to the linkage and/or wiper motor.

Check Horn and Accessories

Check the horn, heater, defroster and other accessories for proper operation.

Check The Lights

Have someone observe the operation of all exterior lights while you operate the controls. Check the hazard flasher system, turn signals and high beam indicator lights on the instrument panel. If the turn signal light on the instrument panel lights but does not flash, one of the turn indicator bulbs may be burned out. Check the engine warning lights (if so equipped) by turning the key to the ON position with the engine stopped. Check the braking system warning light as you start the engine.

Check the headlight alignment if oncoming motorists frequently signal when you are already using your low beams; if the high beams are pointed substantially away from the straight ahead position; or if the headlight illumination seems inadequate after the headlights are cleaned.

Check Door Latches, Lock Cylinders, Hood Latches and Hinges

Check the doors for positive closing, latching and locking as well as smooth operation of the locks with the key. Make sure the hood closes firmly and completely after each opening. Check the auxiliary catch by lifting the hood after disengaging the main latch. When opening the hood, check for ease of operation and noise in the hood hinges due to loss of lubrication.

Check For Fluid Leaks

Check for fuel, coolant, oil or other fluid leaks by observing the ground beneath the vehicle after it has been parked awhile. If gasoline fumes or fluid are noticed at any time, the cause should be determined and corrected without delay.

Steering

Be alert for any changes in steering action. Hard steering, excessive free play or unusual sounds when turning or parking indicate a need for inspection or servicing.

Check The Throttle

With the engine off, slowly push the accelerator all the way to the floor, then slowly release. If any binding or sticking is noticed, have the throttle linkage checked.

Check The Exhaust System

Check the complete exhaust system, including heat and brush shields, exhaust system fasteners and hangers, and surrounding body areas periodically for broken, damaged, or missing parts. Check for open seams, cracks, holes, loose connections and other deterioration which may permit exhaust fumes to seep into the passenger compartment. Repair or replace as necessary.

Tires and Tire Care

Tire Inspection and Maintenance

Inspect the tire treads, and remove stones, nails, glass or other objects that may be wedged in the tread grooves. Check for holes or cuts that may permit air leakage from the tire, and make the necessary repairs.

Inspect the tire side walls for cuts, bruises, and other damage. If internal damage to the tire is suspected, have the tire demounted and inspected for need to repair or replace.

Wheel Inspection and Maintenance

Check for damage that would affect the runout of the wheels. Wobble or shimmy caused by a damaged wheel will eventually damage the wheel bearings. Inspect the wheel rims for damage that could permit air to leak from tubeless tires.

The front (and some rear) wheel bearings require periodic repacking and adjustments as specified in the Required Maintenance Services (pages 128-139). Loose or worn front wheel bearings tend to let the vehicle wander or shimmy, and can eventually cause excessive tire wear.

Tire Performance and Loading

The tires for your new vehicle were selected to provide the best combination of reliability, traction, weight-carrying ability, stability at high speeds, tread life, and riding comfort. To obtain this balance of performance and for your safety, it is essential that you always maintain recommended inflation pressures and stay within the load limits and weight distribution recommended for your vehicle. Each tire sidewall is marked with a maximum load rating and maximum inflation pressure. Use of this maximum inflation pressure, however, may result in an overly stiff or harsh ride. Therefore, your safety certification decal (see sample on page 48) and tire specifications charts (pages 157-177) should be consulted for recommended inflation pressures for original equipment tires. Never exceed the maximum tire capacity rating (for a single tire), a G.A.W.R. (for a single axle), or the total G.V.W.R.

Before driving each day, glance at all your tires. If one looks softer than the others, have all pressures checked. Otherwise check pressures every few weeks.

Tire Inflation Pressures

The tire safety certification decal (see sample on page 48) attached to your vehicle as well as the tire sizes and inflation pressures charts on pages 157-177 include the recommended "cold inflation" pressure for your vehicle's tires. The tire pressure should be checked after the vehicle has been parked for one hour. Do not let air out of warm tires to adjust pressure. It is normal for a warm tire to exceed the specified "cold inflation" pressure.

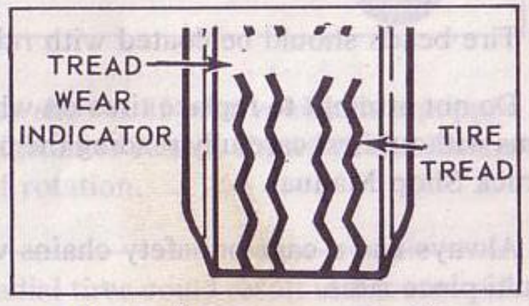
NOTE — For the best handling and riding comfort, always maintain the recommended difference between front and rear tires.

The recommended cold inflation pressures for the tires with which your vehicle was equipped when manufactured are shown on your vehicle's safety certification decal (see sample on page 48). Replacement tires should be the same size and ply rating as those shown on your vehicle's safety certification label. Other tire sizes are available. See your authorized Ford dealer for assistance in determining what other sizes are adequate for your vehicle.

High Speed Driving Under Emergency Conditions

While Ford Motor Company does not suggest driving above the posted speed limits, should circumstances require sustained high speed operation, increase passenger type tire inflation 4 psi over the recommended tire pressures, but not over the maximum inflation pressure shown on the tire. For sustained high speed operations for truck-type tires, tire inflation must be increased 10 psi over the recommended tire pressures, but not over the maximum inflation pressure shown on the sidewall of the tire and loads should not be increased over G.A.W.R. ratings.

Tire Replacement



When a tread wear indicator appears as a solid band across the tire tread, it means that the tire should be replaced. If the tread wear indicator appears unevenly across the tire tread, this indicates that the tire is not wearing properly and the problem should be corrected. Replacement tires should be the same size and ply rating as those shown on your safety certification decal (see sample on page 48) or tire specification charts (pages 157-177).

WHEN REPLACING TIRES, use the same size, load range and construction type (bias, bias belted or radial) as originally installed on your vehicle. On 4-wheel drive vehicles, the same type of tread must be used on all four tires.

WHEN REPLACING WHEELS, use only wheels with the equivalent load capacity, rim width, rim offset and mounting configuration as those originally installed on your vehicle. Consult with your authorized Ford dealer for correct wheel size and parts. Use of any other size or type wheel or tire may adversely affect load carrying capacity, handling, bearing life, ride, speedometer/odometer calibration, vehicle ground clearance and tire/wheel clearance to the body and chassis components.

CAUTION — For replacement of tires and wheels other than those on your vehicle, consult your authorized Ford dealer.

CAUTION — After-market wheel assemblies are not recommended for use on Ford light trucks. If they are installed, extreme caution must be used in the installation and maintenance of the wheels and the surrounding components. Refer to page 84 for the wheel nut torque requirements. The use of after-market wheels voids your warranty.

Installing tires different than original equipment tires may affect the accuracy of the speedometer. Consult your authorized dealer about the need to change speedometer drive gears.

Several general precautions should be observed when replacing a tire on a wheel or rim.

☐ Be certain tires are completely deflated before removal from wheels.

☐ Tire beads should be coated with rubber lubricant for installation.

☐ Do not attempt to replace tires on wheels with two-piece or multi-piece rims without first carefully reading the procedures and cautions in the Ford Truck Shop Manual.

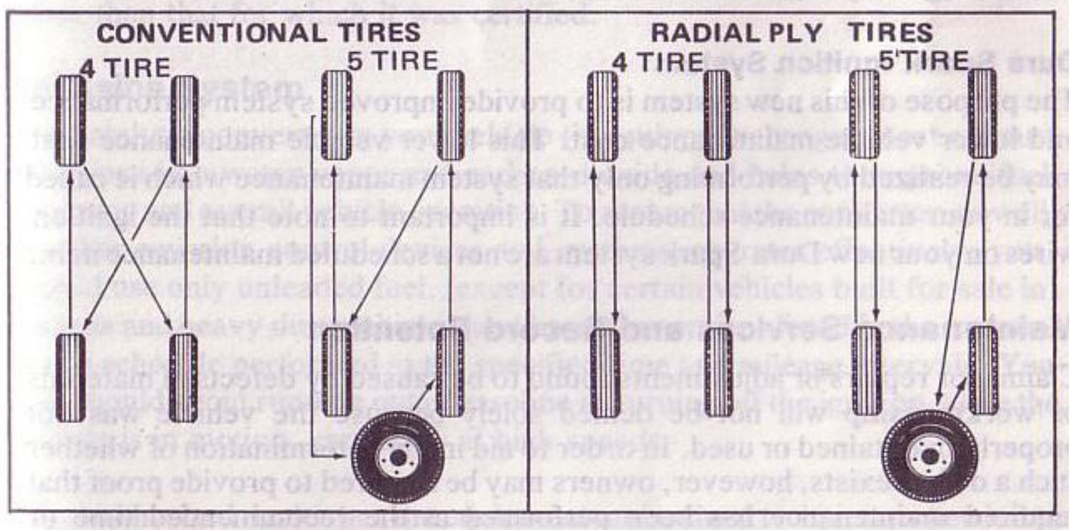
☐ Always use a cage or safety chains when inflating tires on two-piece or multi-piece rims.

NOTE — For best performance, snow tires are recommended for rear axles only on all vehicles except four-wheel drive models.

When mounting tires, clean all rust and scale from the mating areas of the wheel. To insure that the tire bead is completely sealed, add lubricant onto the wheel rim and inflate radial and bias belted passenger type tires to 45 psi (320 kPa) and bias belted truck type tires to 50 psi (344.7 kPa). Inflate tube type truck tires to 75 psi (520 kPa). DO NOT STAND IN FRONT OF TIRE WHEN INFLATING. When the tire is properly seated, the bead tire positioning rings will be evenly visible just above the rim flange. In addition, all 15 inch and 16 inch truck type tires have "safety-ledges" (humps); the tire when properly inflated on these wheels will snap over these "safety-ledges" to indicate proper seating. When demounting, the tire must be completely deflated before removal; remove the valve core if possible. Make sure that the tire bead is not damaged by the removal equipment. After mounting the tire on the wheel, inflate to the recommended pressure shown on the certification decal for original equipment tires.

Tire Rotation

Check your tires occasionally for wear. Your tires will last longer if you have them rotated when uneven wear is noticed. Only tires of the same size, ply rating and load range, except radial tires, should be cross-changed or rotated.



Rotate conventional and belted tires as shown. If your vehicle is equipped with radial ply tires, rotate them from front to rear as shown in the illustration. Do not use any other method of rotation.

CAUTION — Improper rotation of radial tires could result in adverse ride, handling and other problems.

GENERAL MAINTENANCE

For your convenience, your vehicle has been designed to give long, reliable service with the simplest and least costly maintenance requirements possible.

The Required Service Maintenance items are those specified to be done at regular intervals and are considered essential to the life and performance of your vehicle.

Use only recommended fuels, lubricants, fluids and filters conforming to Ford specifications. Motorcraft parts are designed and built for best performance and reliability in your vehicle. Using these parts for replacement is your assurance that Ford-built quality stays in your vehicle.

The Routine Service recommendations are those matters of day-to-day care that are important to the proper operation of your vehicle. In addition to the conditions described in the General Maintenance Check List, be alert for any unusual noise, vibration or other indication that your vehicle may need service attention and attend to it promptly. This is your responsibility. You play an important part in maintenance. Only you can make sure that your vehicle regularly receives the care it needs.

Dura Spark Ignition System

The purpose of this new system is to provide improved system performance and lower vehicle maintenance cost. This lower vehicle maintenance cost may be realized by performing only that system maintenance which is called for in your maintenance schedule. It is important to note that the ignition wires on your new Dura Spark system are not a scheduled maintenance item.

Maintenance Services and Record Retention

Claims for repairs or adjustments found to be caused by defects in materials or workmanship will not be denied solely because the vehicle was not properly maintained or used. In order to aid in the determination of whether such a defect exists, however, owners may be required to provide proof that required maintenance has been performed at the recommended time or mileage/km. Failure to perform-required maintenance or to properly use a vehicle may result in the necessity for repairs or adjustments and any such repairs or adjustments are not covered by this warranty.

The maintenance record forms on pages 182-184 are for your convenience. In addition to recording the services performed, you should retain copies of your receipts for the services. You also should keep records of any non-scheduled emission control systems maintenance service performed on your vehicle.

Your authorized Ford dealer has the proper equipment and trained technicians needed to perform the maintenance services on your vehicle.

Altitude Compensation

The emission control system of your vehicle has been designed to meet emission requirements as one of the following:

A. HIGH ALTITUDE SYSTEM
When the principal use of the vehicle is at an altitude higher than 4,000 feet (1219 meters) as defined by EPA regulations.

B. LOW ALTITUDE SYSTEM
When the principal use of the vehicle is below 4,000 feet (1219 meters).

The vehicle's emission control system was not designed for conversion to allow the vehicle to meet emission standards when operated at an altitude other than that for which it was certified.

Emission System

The catalytic converter in your vehicle (if equipped) changes most exhaust emissions into water vapor and carbon dioxide and helps to improve fuel economy and overall vehicle operation. To assure that the converter, as well as other emission control devices and systems, operates effectively, you should use only unleaded fuel, (except for certain vehicles built for sale in Canada and heavy duty vehicles) and have the services listed in the maintenance schedule performed at the specified time and mileage intervals. You also should avoid running out of gasoline or turning off the ignition while the vehicle is in motion, especially at high speeds.

Your authorized dealer has the equipment and trained technicians needed to perform the required maintenance services. The use of fuels, lubricants, fluids, and parts that do not conform to specifications may result in invalidating the emission warranty when the use of such fuels, lubricants, fluids or parts causes the vehicle or engine to fail to comply with applicable regulations. You can be confident that lubricants and parts marketed by Ford meet these specifications.

CAUTION — Engine compartment and exhaust system temperatures may be higher due to emission control devices needed to comply with Government mandated emission standards.

To help avoid possible injury or damage to the vehicle or the environment, the following precautions should be observed:

☐ To avoid starter overheat or damage, do not crank the starter continuously for more than 30 seconds at a time. Wait two minutes after an extended cranking period.

☐ Avoid attempting to start a vehicle by pushing. Instead, use jumper cables as described in the Special Situations section of this guide.

☐ Avoid unauthorized modifications to the engine or vehicle. Modifications causing increased amounts of unburned fuel to reach the exhaust system (including the catalytic converter) can increase significantly the temperature of the engine compartment and/or the exhaust system.

NOTE — BE SURE TO READ IMPORTANT EXHAUST SYSTEM INFORMATION ON PAGES 50-52.

Modifications of the emission control systems could create liability under Federal law (U.S.) if made prior to the first sale and registration, and under the laws of some states, if made thereafter. Further, Federal law prohibits vehicle manufacturers or dealers from knowingly removing or rendering an emission control system inoperative after sale and delivery to an ultimate purchaser. In Canada, modifications of the emission control system could create liability under applicable Federal or Provincial laws.

Owner Maintenance

Much of the maintenance your vehicle requires is so simple that you can do it yourself if you have the time and a reasonable amount of mechanical ability. If you prefer to have this work done professionally, your authorized dealer stands ready to help you.

Authorized Dealer Maintenance

Your authorized dealer specializes in knowing all about Ford vehicles rather than knowing a little about all makes.

There are over 7300 Ford or Ford of Canada dealer service shops ready to serve you wherever you drive in the U.S. or Canada. They stock Ford and Motorcraft parts, and Ford Chemicals and lubricants. You can be confident that these meet the same exacting design and quality standards as those used to build the vehicle originally. Dealer Service Technicians are constantly trained in the latest product developments and service techniques.

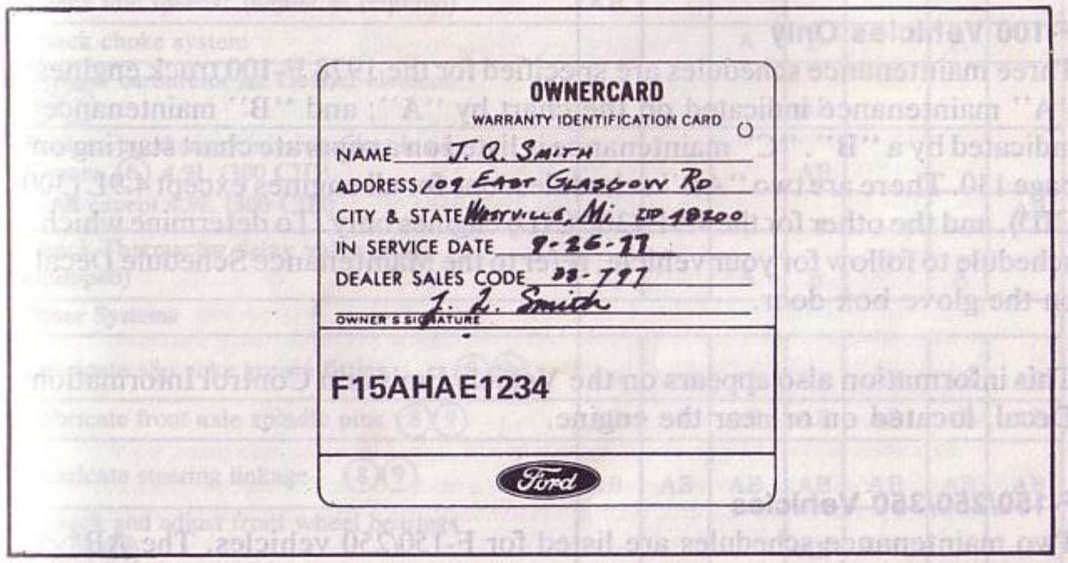
Dealer's shop equipment is modern and is best suited to servicing your vehicle. He has many special tools that are essential to doing the job to the exacting quality standards established for your vehicle, thereby helping to insure that your vehicle is serviced quickly and correctly the first time.

Going To A Dealer For Service

When you return your vehicle to a dealer for service, make a list of the conditions that you are experiencing and items needing service. This will help him to easily and quickly diagnose your troubles and give you more prompt service.

Ownercard

You should present the Ownercard to your authorized dealer when requesting warranty or maintenance services. It will help him to write your service instructions quickly and accurately.


OWNERCARD
WARRANTY IDENTIFICATION CARD
NAME J. Q. SMITH
ADDRESS 109 EAST GLASGOW RD
CITY & STATE WESTVILLE, MI ZIP 18200
IN SERVICE DATE 9-26-77
DEALER SALES CODE 38-797
J. Q. Smith
OWNER'S SIGNATURE
F15AHAE1234
Ford

GENERAL MAINTENANCE

Scheduled Maintenance

A special decal has been placed on or near your engine to provide engine identification by displacement as well as certain engine tune-up specifications and adjustments. Other specifications for maintenance service adjustments are published in the 1978 Truck Specifications Manuals. For a copy of these manuals, see the order form at the back of this guide.

NOTE — 1978 vehicles built after January 1, 1978 will be equipped with engines which have been certified as complying with 1978 Emission Standards. Certain 1978 vehicles built prior to that date may be equipped with engines which have been certified as complying with 1977 Emission Standards. In either case, the maintenance schedules contained herein must be used to maintain your engine.

The following charts (pages 129-139) detail the maintenance services which must be performed at the indicated intervals, following the procedures in the 1978 Ford Truck Shop Manual. Maintenance service adjustments MUST CONFORM TO SPECIFICATIONS contained in this shop manual, those published in the 1978 Ford Truck Specifications Manuals and those shown on the decal with the heading "Vehicle Emission Control Information" which is located in the engine compartment. These truck maintenance services are not covered by the warranty, and the customer will be charged for labor, parts, and lubricants used.

F-100 Vehicles Only

Three maintenance schedules are specified for the 1978 F-100 truck engines: "A" maintenance indicated on the chart by "A", and "B" maintenance indicated by a "B". "C" maintenance is listed on a separate chart starting on page 130. There are two "AB" schedules: one for all engines except 4.9L (300 CID), and the other for the 4.9L (300 CID) engines only. To determine which schedule to follow for your vehicle, refer to the Maintenance Schedule Decal on the glove box door.

This information also appears on the Vehicle Emission Control Information Decal, located on or near the engine.

F-150/250/350 Vehicles

Two maintenance schedules are listed for F-150/250 vehicles. The AB schedule is for California Only vehicles, and the L schedule is for all states except California. There is one Maintenance Schedule L for the F-350 All States.

GENERAL MAINTENANCE

Required Maintenance Services

F-100 (Except 4.9L (300 CID) — All States
F-150/250 (All Engines) — California Only

MAINTENANCE SCHEDULES A and B (Schedules A and B have been combined into one chart. Follow the schedule which corresponds to your vehicle's code letter.) MAINTENANCE OPERATION	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first. unless otherwise specified.						
MONTHS	7.5	15	22.5	30	37.5	45	52.5
MILES	7.5	15	22.5	30	37.5	45	52.5
KILOMETRES	12	24	36	48	60	72	84
Emission Control Devices and Systems							
Change engine oil (1)(2)	AB	AB	AB	AB	AB	AB	AB
Replace engine oil filter (1)(2)	AB		AB		AB		AB
Replace spark plugs* (2)			A	B		A	
Check coolant condition and protection (3)	ANNUALLY						
Replace coolant (4)							AB
Check cooling system hoses and clamps	ANNUALLY						
Check drive belt condition and tension	B		A	B		A	
Replace PCV valve if specified on engine decal (all others not required) (5)			A	B			
Check idle fuel mixture* after PCV valve replacement if artificial enrichment specifications are given on engine decal; all others not required			A	B			
Check idle speeds* (adjust as required)	AB						
Check choke system			A	B		A	
Replace carburetor air cleaner element (6)(7)				AB			
Replace crankcase emission filter in air cleaner (6) 4.9L (300 CID)				AB			
All except 4.9L (300 CID)							AB
Check Thermactor delay valve (if so equipped)			A	B		A	
Other Systems							
Lubricate slip yoke grease fitting (8)(9)	AB	AB	AB	AB	AB	AB	AB
Lubricate front axle spindle pins (8)(9)	AB	AB	AB	AB	AB	AB	AB
Lubricate steering linkage (8)(9)	AB	AB	AB	AB	AB	AB	AB
Repack and adjust front wheel bearings (8)(9)(10)				AB			

Required Maintenance Services

F-100 (Except 4.9L (300 CID) — All States
F-150/250 (All Engines) — California Only (Cont'd.)

MAINTENANCE SCHEDULES A and B (Continued) MAINTENANCE OPERATION	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first. unless otherwise specified.						
MONTHS	7.5	15	22.5	30	37.5	45	52.5
MILES	7.5	15	22.5	30	37.5	45	52.5
KILOMETRES	12	24	36	48	60	72	84
Inspect disc brake linings, rotors, piston boots and caliper retainers (9) (11) (12) (13)				AB			
Inspect drum brake linings, brake lines and hoses (10) (11) (12)				AB			
Inspect and lubricate clutch linkage (11)	AB	AB	AB	AB	AB	AB	AB
Inspect the exhaust system including the heat and brush shields and all exhaust system fasteners (11) (13)				AB			
Adjust automatic transmission bands (14)	AB		AB			AB	
Check brake master cylinder fluid level				AB			
Repack and adjust rear wheel bearings (Dana axles only) (8) (9) (10)				AB			
Clean and repack free running hubs (4x4 only) (8) (9)				AB			

NOTES:

* Refer to the Vehicle Emission Control Decal for specification.

(1) ENGINE OIL AND FILTER: Change oil at 7,500 miles (12,000 kilometres) or 12 months, whichever occurs first. Replace oil filter at first oil change, followed by replacement at alternate oil changes. If vehicle mileage is less than 15,000 miles (24,000 kilometres) each 12 months, replace oil filter at every oil change.

(2) **SEVERE SERVICE OPERATION: When operating your vehicle under any of the following conditions, change engine oil every 3 months or 3,000 miles (4,800 kilometres), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 6,000 miles (9,600 kilometres).**

- **Extended periods of idling or low speed operation such as door-to-door delivery.**
- **Towing trailers over 2,000 lbs. (900 kg) gross loaded weight for long distances.**
- **Operation when outside temperature remains below +10°F (−12°C) for 60 days or more and most trips are less than 10 miles (16 kilometres).**
- **Operation in severe dust conditions.**
- **Extended periods of high speed operation with fully loaded vehicle (max. GVW).**

(3) If coolant is dirty or rusty in appearance, the system should be drained, cleaned and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.

(4) Replace every 3 years or at specified mileage, whichever occurs first.

(5) Refer to the Vehicle Emission Control Information decal for correct PCV Valve usage.

(6) **More often if operated in severe dust conditions.**

Required Maintenance Services

F-100 (Except 4.9L (300 CID) — All States
F-150/250 (All Engines) — California Only (Cont'd.)

NOTES (Cont'd.)

(7) Optional Oil Bath Carburetor Air Cleaner — Clean and change oil every 7.500 miles (12,000 kilometres) V-8 or 10,000 miles (16,000 kilometers) I-6 (more often if operated in severe dust conditions). When servicing the Oil Bath Air Cleaner, be sure to clean the sediment tray and refill the tray with #30 oil to the "oil level mark". In severe service, wash the air filter section of the assembly in cleaning solvent.

(8) Perform each 1,000 miles (1,600 kilometres) in off-highway operation.

(9) **Perform daily when operating in mud and/or water.**

(10) Replace wheel seal whenever a hub assembly is removed.

(11) Adjust, repair or replace as required.

(12) **More frequent intervals may be required under adverse operating conditions.**

(13) Remove accumulated debris and inspect shields and attachments. **Perform each 3,000 miles (4,800 kilometres) for severe usage over unpaved roads or off-road applications.**

(14) Drain and refill automatic transmission fluid at 22,500 and 45,000 miles (36,000 and 72,000 kilometres) for severe and/or continuous and fleet usage only.
NOTE: After 45,000 miles (72,000 kilometres) continue to adjust bands at each 22,500 mile (36,000 kilometre) interval.

INSPECT means a visual observation of a system.

CHECK means a functional measurement of a system's operation (performance) — correct as required.

GENERAL MAINTENANCE

Required Maintenance Services

F-100 4.9L (300 CID) Only — All States

MAINTENANCE SCHEDULES A and B (Schedules A and B have been combined into one chart. Follow the schedule which corresponds to your vehicle's code letter. MAINTENANCE OPERATION	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first, unless otherwise specified.					
MONTHS	5	10	20	30	40	50
MILES	5	10	20	30	40	50
KILOMETRES	8	16	32	48	64	80
Emission Control Devices and Systems						
Change engine oil (1) (2)		AB	AB	AB	AB	AB
Replace engine oil filter (1) (2)		AB	AB	AB	AB	AB
Replace spark plugs* (2)			A	B	A	
Check coolant condition and protection (3)	ANNUALLY					
Replace coolant (4)						AB
Check cooling system hoses and clamps	ANNUALLY					
Check drive belt condition and tension		B	A	B	A	
Replace PCV valve if specified on engine decal (5)			A	B		
Check idle fuel mixture* after PCV valve replacement if artificial enrichment specifications are given on engine decal; all others not required			A	B		
Check idle speeds* (adjust as required)	A	B				
Check choke system			A	B	A	
Replace carburetor air cleaner element (6) (7)				AB		
Replace crankcase filter in air cleaner (6)				AB		
Check thermactor delay valve (if so equipped)			A	B	A	
Check and lubricate exhaust heat control valve			A	B		
Other Systems						
Inspect exhaust system including heat and brush shields and all exhaust system fasteners (8) (9)				AB		
Lubricate slip yoke grease fitting (10) (11)		AB	AB	AB	AB	AB
Lubricate front axle spindle pins (10) (11)		AB	AB	AB	AB	AB
Inspect and lubricate clutch linkage (9)		AB	AB	AB	AB	AB
Inspect drum brake linings, brake lines and hoses (9) (12) (13)				AB		
Repack and adjust front wheel bearings (11) (12) (10)				AB		
Inspect disc brake linings, rotors, piston boots and caliper retainers (8) (9) (11) (13)				AB		

GENERAL MAINTENANCE

Required Maintenance Services

F-100 (4.9L (300 CID) Only — All States (Cont'd.)

MAINTENANCE SCHEDULES A and B (Continued) MAINTENANCE OPERATION	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first, unless otherwise specified.					
MONTHS	5	10	20	30	40	50
MILES	5	10	20	30	40	50
KILOMETRES	8	16	32	48	64	80
Lubricate steering linkage (10) (11)		AB	AB	AB	AB	AB
Check brake master cylinder fluid level				AB		
Adjust automatic transmission bands (14)		AB		AB		AB

NOTES:

* Refer to the Vehicle Emission Control Decal for specification.

(1) Change engine oil and replace oil filter at 10,000 miles (16,000 kilometres) or 12 months, whichever occurs first.

(2) **SEVERE SERVICE OPERATION: When operating your vehicle under any of the following conditions, change engine oil every 3 months or 3,000 miles (4,800 kilometres), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 6,000 miles (9,600 kilometres).**

- **Extended periods of idling or low speed operation such as door-to-door delivery.**
- **Towing trailers over 2,000 lbs. (900 kg) gross loaded weight for long distances.**
- **Operation when outside temperature remains below +10°F (−12°C) for 60 days or more and most trips are less than 10 miles (16 kilometres).**
- **Operation in severe dust conditions.**
- **Extended periods of high speed operation with fully loaded vehicle (max. GVW).**

(3) If coolant is dirty or rusty in appearance, the system should be drained, cleaned and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.

(4) Replace coolant every 3 years or at the specified mileage, whichever occurs first.

(5) Refer to the Vehicle Emission Control Information decal for correct PCV valve usage.

(6) **More often if operated in severe dust conditions.**

(7) Optional Oil Bath Carburetor Air Cleaner— Clean and change oil every 10,000 miles (16,000 kilometres) (more often if operated in severe dust conditions). When servicing the Oil Bath Air Cleaner, be sure to clean the sediment tray and refill the tray with #30 oil to the "oil level mark". In severe service, wash the air filter section of the assembly in cleaning solvent.

(8) Remove accumulated debris and inspect shields and attachments. **Perform each 5,000 miles (8,000 kilometres) for severe service usage over unpaved roads or off-road applications.**

(9) Adjust, repair or replace as required.

(10) Perform each 1,000 miles (1,600 kilometres) in off-highway operation.

(11) Perform daily when operating in mud and/or water.

(12) Replace wheel seal whenever a hub assembly is removed.

(13) More frequent intervals may be required under adverse operating conditions.

(14) Drain and refill automatic transmission fluid at 20,000 and 40,000 miles (32,000 and 64,000 kilometres) for severe and/or continuous fleet usage only.

INSPECT means a visual observation of a system.

CHECK means a functional measurement of a system's operation (performance) — correct as required.

GENERAL MAINTENANCE

Required Maintenance Services

F-100

MAINTENANCE SCHEDULE C MAINTENANCE OPERATION	SERVICE INTERVAL — Time in months or miles (or kilometres) in thousands, whichever occurs first, unless otherwise specified.							
MONTHS	6	12	18	24	30	36	42	48
MILES	6	12	18	24	30	36	42	48
KILOMETRES	9.6	19.2	28.8	38.4	48	57.6	67.2	76.8
Emission Control Devices and Systems								
Change engine oil (1)	C	C	C	C	C	C	C	C
Replace oil filter (1)	C		C		C		C	
Replace all spark plugs* (with use of low leaded or unleaded fuel) (1)			C			C		
Replace all spark plugs* (with use of leaded fuel) (1)		C		C		C		C
Inspect spark plug wires (with use of low lead or unleaded fuel) (1)			C			C		
Inspect spark plug wires (with use of leaded fuel) (1)		C		C		C		C
Check operation of spark control systems		C		C		C		C
Inspect distributor cap and rotor (2)			C			C		
Adjust initial ignition timing*			C			C		
Check operation of EGR system and delay valve (if so equipped) (2)(3)(4)		C		C		C		C
Clean PCV system hoses and tubes				C				C
Check PCV system hoses and tubes (2)		C				C		
Replace PCV filter in air cleaner (5)				C				C
Replace PCV valve				C				C
Inspect hoses and vapor lines for the fuel vapor emissions system fuel filler cap and canister (2)				C				C
Check operation of Thermactor system (if so equipped) (4)				C				C
Lubricate and check exhaust control valve for free operation (if so equipped)	C	C	C	C	C	C	C	C
Check engine coolant condition and protection (6)	ANNUALLY							
Check cooling system hoses and clamps	ANNUALLY							
Replace coolant	EVERY 3 YEARS OR 48,000 MILES							
Check fuel deceleration valve (if so equipped) (2)	C	C		C		C		C
Check choke system (2)	C			C				
Adjust curb idle speed* and TSP off-speed, idle fuel mixture* and fast idle speed	C			C				

Required Maintenance Services

F-100 (Cont'd.)

MAINTENANCE SCHEDULE C (Continued) MAINTENANCE OPERATION	SERVICE INTERVAL — Time in months or miles (or kilometres) in thousands, whichever occurs first, unless otherwise specified.							
MONTHS	6	12	18	24	30	36	42	48
MILES	6	12	18	24	30	36	42	48
KILOMETRES	9.6	19.2	28.8	38.4	48	57.6	67.2	76.8
Check drive belt condition and tension (2)	C			C				
Replace carburetor air cleaner element (5)(13)				C				C
Clean and refill oil bath air cleaner (5)	C	C	C	C	C	C	C	C
Check operation of air cleaner temperature control and delay valve (4)		C		C		C		C
Clean crankcase breather cap (4)(5)		C		C		C		C
Other Systems								
Lubricate slip yoke grease fitting (7)(8)	C	C	C	C	C	C	C	C
Lubricate front axle spindle pins (7)(8)	C	C	C	C	C	C	C	C
Lubricate steering linkage (7)(8)	C	C	C	C	C	C	C	C
Inspect and lubricate clutch linkage (2)	C	C	C	C	C	C	C	C
Inspect the exhaust system including the heat and brush shields and all exhaust system fasteners (2)(9)					C			
Check brake master cylinder fluid level					C			
Inspect disc brake linings, rotors, piston boots and caliper retainers (2)(8)(9)(10)					C			
Inspect drum brake linings, brake lines and hoses (2)(10)(11)					C			
Repack and adjust front wheel bearings (7)(8)(11)					C			
Adjust automatic transmission bands (12)	C		C			C		

Required Maintenance Services

F-100 (Cont'd.)

NOTES:

* Refer to the Vehicle Emission Control Decal for specification.

(1) Normal oil change is at every 6,000 miles (9,600 kilometres) or four months, whichever occurs first. Normal oil filter change is at first 6,000 miles (9,600 kilometres) or four months and at alternate oil changes thereafter. If you are operating your truck under severe service conditions, however, change the oil every two months or 3,000 miles (4,800 kilometres) and the oil filter every four months or 6,000 miles (9,600 kilometres). Under severe service conditions, check spark plug wires and clean and regap spark plugs every four months or 6,000 miles (9,600 kilometres), whichever occurs first.

SEVERE SERVICE CONDITIONS INCLUDE:

- **Extended periods of idling or low speed operation such as off-road or door-to-door delivery.**
- **Towing trailers over 2,000 lbs. (900 kg) gross loaded weight for long distances.**
- **Operation when outside temperature remains below +10°F (−12°C) for 60 days or more and most trips are less than 10 miles (16 kilometres).**
- **Operation in severe dust conditions.**

(2) Adjust, replace or repair as required.

(3) Clean the exhaust passages in the EGR valve, carburetor spacer, and intake manifold — repair as required.

(4) Check for function and replace as required.

(5) **More often if operated in severe dust conditions.**

(6) If the coolant is dirty or rusty in appearance, the system should be drained, flushed, and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.

(7) Perform each 1,000 miles (1,600 kilometres) in off-highway operation.

(8) **Perform daily when operating in mud and/or water.**

(9) Remove accumulated debris and inspect shields and attachments. **Perform each 3,000 miles (4,800 kilometres) for severe service usage over unpaved roads or off-road applications.**

(10) **More frequent intervals may be required under adverse operating conditions.**

(11) Replace wheel seal whenever a hub assembly is removed.

(12) Drain and refill automatic transmission fluid at 18,000 and 36,000 miles (28,800 and 57,600 kilometres) for severe and/or continuous usage only.
NOTE: After 36,000 miles (57,600 kilometres) continue to adjust bands at each 18,000 mile (28,800 kilometre) interval.

(13) Optional Oil Bath Air Cleaner — Clean and change oil every 6,000 miles (9,600 kilometres).

INSPECT means a visual observation of a system.

CHECK means a functional measurement of a system's operation (performance) — correct as required.

Required Maintenance Services

F-150/250 — Except California
F-350 — All States

MAINTENANCE SCHEDULE L Use Schedule L if your vehicle can use leaded fuel. MAINTENANCE OPERATION	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first.									
MONTHS	6	12	15	18	24	30	36	42	45	48
MILES	6	12	15	18	24	30	36	42	45	48
KILOMETRES	9.6	19.2	24	28.8	38.4	48	57.6	67.2	72	76.8
Emission Control Devices and Systems										
Change engine oil (1)(2)	L	L		L	L	L	L	L		L
Replace engine oil filter (1)(2)	L			L		L		L		
Replace spark plugs* (2)			L			L			L	
Lubricate and check exhaust control valve (if so equipped)			L			L			L	
Check coolant condition and protection (3)	ANNUALLY									
Check cooling system, hoses and clamps	ANNUALLY									
Replace coolant (4)								L		
Check drive belt tension			L			L			L	
Replace PCV valve						L				
Check fast idle speed (adjust as required)	L					L				
Check curb idle speed* (adjust as required)	L		L			L			L	
Check TSP off-speed* (adjust as required)	L									
Check choke system throttle and choke linkage and air valve			L			L			L	
Replace carburetor air cleaner element (5)(6)						L				
Replace crankcase filter in air cleaner (5)						L				
Check air cleaner tempeature control			L			L			L	
Check Thermactor system			L			L			L	
Inspect fuel vapor system						L				
Check ignition initial timing* (adjust as required)	L									
Check/adjust decel throttle control system	L		L			L			L	

Required Maintenance Services

F-150/250 — Except California
F-350 — All States (Cont'd.)

MAINTENANCE SCHEDULE L (Continued) MAINTENANCE OPERATION	SERVICE INTERVAL Time in months or miles (or kilometres) in thousands, whichever occurs first.									
MONTHS	6	12	15	18	24	30	36	42	45	48
MILES	6	12	15	18	24	30	36	42	45	48
KILOMETRES	9.6	19.2	24	28.8	38.4	48	57.6	67.2	72	76.8
Clean crankcase breather cap (5)			L			L			L	
Check and clean EGR system			L			L			L	
Check PCV system, hoses and tubes			L						L	
Clean PCV system, hoses and tubes						L				
Other Systems										
Lubricate slip yoke grease fitting (7)(8)	L	L		L	L	L	L	L		L
Lubricate front axle spindle pins (7)(8)	L	L		L	L	L	L	L		L
Lubricate steering linkage (7)(8)	L	L		L	L	L	L	L		L
Inspect and lubricate clutch linkage (10)	L	L		L	L	L	L	L		L
Inspect exhaust system including heat and brush shields and all exhaust system fasteners (10) (12)						L				
Check brake master cylinder fluid level						L				
Inspect disc brake linings, rotors, piston boots and caliper retainers (8) (10) (11) (12)						L				
Inspect drum brake linings, lines and hoses (9) (10) (11)						L				
Repack and adjust front wheel bearings (7)(8)(9)						L				
Repack and adjust rear wheel bearings (Dana axles only) (7)(8)(9)						L				
Adjust automatic transmission bands (13)	L			L			L			
Clean and repack free running hubs (4x4 with part time transfer case only) (7)(8)										

Required Maintenance Services

F-150/250 — Except California
F-350 — All States (Cont'd.)

NOTES:

- Refer to the Vehicle Emission Control Information Decal for specification.

(1) Change engine oil every 6,000 miles (9,600 kilometres) or six months, whichever occurs first. Replace the oil filter at the first oil change and then at alternate oil changes thereafter.

(2) **SEVERE SERVICE OPERATION: When operating your vehicle under any of the following conditions, change engine oil every 3 months or 3,000 miles (4,800 kilometres), whichever occurs first, and replace oil filter at alternate oil changes. Check, clean and regap spark plugs every 6,000 miles (9,600 kilometres).**
- **Extended periods of idling or low speed operation such as door-to-door delivery.**
- **Towing trailers over 2,000 lbs. (900 kg) gross loaded weight for long distances.**
- **Operation when outside temperature remains below +10°F (−12°C) for 60 days or more and most trips are less than 10 miles (16 kilometres).**
- **Operation in severe dust conditions.**
- **Extended periods of high speed operation with fully loaded vehicle (max. GVW).**

(3) If coolant is dirty or rusty in appearance, the system should be drained, cleaned and refilled with the prescribed solution of cooling system fluid and water. Use only a permanent type coolant that meets Ford Specification ESE-M97B18-C.

(4) Replace every 3 years or at the specified mileage, whichever occurs first.

(5) **More often if operated in severe dust conditions.**

(6) Optional Oil Bath Carburetor Air Cleaner — Clean and change oil every 6,000 miles (9,600 kilometres).

(7) Perform each 1,000 miles (1,600 kilometres) in off-highway operation.

(8) Perform daily when operating in mud and/or water.

(9) Replace wheel seal whenever a hub assembly is removed

(10) Adjust, repair or replace as required.

(11) **More frequent intervals may be required under adverse operating conditions.**

(12) Remove accumulated debris and inspect shields and attachments. **Perform each 3,000 miles (4,800 kilometres) for severe usage over unpaved roads or off-road applications.**

(13) Drain and refill automatic transmission fluid at 18,000 and 36,000 miles (28,800 and 57,600 kilometres) for severe and/or continuous and fleet usage only.
NOTE: After 36,000 miles (57,600 kilometres), continue to adjust bands at each 18,000 mile (28,800 kilometre) interval.

INSPECT means a visual observation of a system.

CHECK means a functional measurement of a system's operation (performance) — correct as required.

General Maintenance Check List

Listed below are vehicle checks that should be made periodically either by the owner or a qualified technician. It is recommended that deficiencies be brought to the attention of your qualified dealer or service outlet, as soon as possible, so advice regarding the need for repairs or replacement can be obtained.

These services are not covered by warranty. You will be charged for the labor, parts and lubricants used.

Maintenance Operation	Frequency-Observation
Clean body door drain holes.	At least twice annually.
Lubricate door and tailgate hinges and checks.	Doors or tailgate bind during opening or closing, or noisy operation.
Lubricate door locks, door latches, and hood latch.	Difficult to operate or noisy.
Check the battery and recharge if necessary (specific gravity falls below 1.230 or terminal voltage is below 12.48). Check connections for tightness. Clean corrosion from terminal and top of battery.	Starter turns engine slower than usual. Headlights are brighter when engine is speeded up from idle.
Check engine oil level.	As required — at each fuel stop.
Check A/C liquid line sight glass for bubbles. If bubbles persist, add enough charge to clear the sight glass plus ½ pound.	Seasonal or as required.
Check headlamp alignment.	Light beam appears too high or too low while driving with a normal load.
Check alternator and regulator output.	Slow engine cranking, hard starting, headlights dim at engine idle speed, early or repeat electrical component malfunction.
Check operation of lights, horn, turn signals, windshield wipers and washers, instruments, vent system, heater and accessories.	As required.
Check seat and shoulder belt buckles, release mechanisms and belt webbing.	As required.

General Maintenance Check List (Cont'd)

Maintenance Operation	Frequency-Observation
Inspect the seat back latches for proper operation.	As required.
Replace windshield wiper blades.	Wiper blades do not clean windshield after windshield and blades have been properly cleaned.
Check windshield washer fluid level — add fluid if required.	When fueling, after extended use, or if washers do not spray fluid when operated.
Check for fuel, coolant, oil or other fluid leaks.	At frequent intervals.
Check fluid levels in front axle, manual transmission, transfer case and rear axle. Back the plug out slowly and if seepage occurs around the threads, the specified amount of lubricant is present. Turn the plug back in immediately to avoid further seepage. Replace fluid daily if the vehicle is operated in water or if fluid level check indicates entrance of water.	When malfunction is suspected or fluid leakage or contamination is observed.
Replace rear axle fluid for Dana axles.	After each 5,000 miles (8000 km) of severe service such as towing a Class II, III or Class IV trailer.
Check manual steering gear fluid level (F-150 4x4).	Periodically and if fluid leakage is observed.
Check power steering reservoir and automatic transmission fluid levels. Add fluid if required.	Periodically and if fluid leakage is observed.
Lubricate accelerator linkage lightly with the specified lubricant.	Accelerator linkage is sluggish.
Lubricate clutch and transmission linkage. To avoid attracting dust and grit to the lube points, do not overlubricate.	Linkage action is rough and scrubby.

General Maintenance Check List (Cont'd)

Maintenance Operation	Frequency-Observation
Check and adjust clutch pedal free play (¾''/19mm minimum).	Adjust as required to maintain 1½'' to ¾'' (38-19mm) free play.
Check and adjust transmission controls and shift operation.	When hard shifting is encountered.
Lubricate automatic transmission kickdown linkage.	Abnormal accelerator pressure needed for forced downshift.
Check and lubricate parking brake linkage.	If excessive foot pedal travel is required or operation is sluggish.
Adjust the parking brake.	Parking brake does not hold the vehicle on a reasonable grade.
Adjust automatic transmission neutral switch.	Starter will not engage with shift selector in N (NEUTRAL) or P (PARK); or back-up light does not operate.
Check brake warning light operation.	At engine start-up.
Adjust the service brakes.	Unusual sounds when braking, increased brake pedal travel or repeated pulling to one side.
Adjust steering gear preload or front wheel bearings. Check suspension, steering linkage, and frame for loose attachments and wear.	Excessive steering wheel play, loose steering system or front wheel shimmy.
Inspect the exhaust system including the heat and brush shields and exhaust system hangers and fasteners for broken, damaged, or missing parts or debris.	Excessive noise or smell of fumes is experienced.
Check the spring leaves for being evenly stacked and the spring clips or U-bolts, rear spring front eye bolt and shackle bolts for being tight.	While the vehicle is hoisted for lubrication.
Tighten frame mounted fuel tank strap bolts.	Driving conditions or inspection indicates looseness.
Check the driveshaft.	At frequent intervals when operating off-highway.

General Maintenance Check List (Cont'd)

Maintenance Operation	Frequency-Observation
Remove excessive mud build-up from wheels, undercarriage and steering linkage. Inspect for and correct any bent or damaged components.	At frequent intervals when operating off-highway or if front wheel shimmy is experienced.
Flush complete underside of the vehicle. Inspect all underbody components for damage or deterioration.	At least once annually.
Check wheel nut torque.	At 500 miles (800 km) after new vehicle delivery and anytime lug nuts have been loosened.
Inspect and rotate tires and check tire pressures.	Poor handling characteristics and/or abnormal tire wear are experienced.
Check tires, wheel balance and front wheel toe. (Caster and camber are preset and do not require adjustment on the Twin I-Beam front suspension).	Poor handling characteristics and/or abnormal tire wear are experienced.

Appearance Protection

Proper maintenance will help you keep your vehicle looking "factory-new" for years to come. The following cleaning and care recommendations will provide your vehicle with necessary appearance protection.

Proper exterior appearance protection includes proper and frequent washings (including underside areas), polishing to shield paint and bright metal surfaces, touching up nicks and scratches with proper paint and keeping body drain holes unplugged.

NOTE — It is very important to remember when using any chemical cleaner or polish to always follow label directions. Read all warning and caution statements which appear on label.

Washing

Use Ford Wash and Wax Concentrate, or equivalent, diluted to the proper concentration, followed by a rinse with clear cold water. Do not wash truck with hot water, in the direct rays of the sun, or while sheet metal is hot.

Polishing

Use a Ford brand polish, or equivalent, to remove harmful deposits, and provide added protection on body surfaces.

Underbody

In geographic areas using a heavy concentration of road salt or other corrosive materials for snow removal or road dust control, flush and inspect the complete underside of the vehicle at least once each year. Particular attention should be given to cleaning out underbody members and drain holes where dirt and other foreign materials may have collected.

Chrome and Bright Metal Care

Frequent washing and the use of Ford Bright Metal Cleaner, or equivalent, are recommended for bumpers, body hardware, chrome-plated materials and aluminum components. A coating of wax (such as Ford Custom Auto Wax or equivalent) should be applied, for additional protection, to aluminum wheels.

CAUTION — Do not use steel wool, abrasive type cleaners, or strong detergents containing highly alkaline or caustic agents on chrome plated or anodized aluminum parts because you may damage the protective coating and cause discoloration or paint deterioration.

Cleaning White Sidewall Tires

Clean tires with Ford Multi-Purpose Cleaner Concentrate (diluted to the proper concentration), Ford Triple Clean, or equivalents. Follow directions on container and rinse tires and wheels with plenty of clean water.

Cleaning Upholstery and Interior Trim (Vinyl)

Remove dust and loose dirt with a whisk broom or vacuum cleaner. Clean the vinyl surfaces with Ford Leather and Vinyl Cleaner, or equivalent.

Cleaning Upholstery and Interior Trim (Fabric)

NOTE — It is advisable to clean all fabric material immediately upon detection of soilage.

CLEANING PROCEDURE:

1. Remove excess staining material from fabric by scraping or wiping with a clean cloth.
2. Identify the staining material if possible.
3. Clean the fabric as outlined in the following Methods "A", "B", or "C".

METHOD "A" (SPOT CLEANING):
Stains such as grease, oil, tar, water spots, crayon and lipstick.

NOTE — Using other than recommended cleaners or procedures may affect flammability or fabric appearance.

1. Spray stain with Spot Lifter (C9AZ-19526-A) from a distance of 8-10" as directed on the instructions furnished with the can.
2. Allow the Spot Lifter to dry completely, forming a white powder on the surface of the fabric.
3. Brush and vacuum the white powder from the surface of the fabric.
4. If the soiled spot is not removed from the fabric, repeat Steps No. 1, 2 and 3 as necessary.

CAUTION — Care should be used in application of the Spot Lifter to prevent it from contacting vinyl trim.

METHOD "B" (GENERAL CLEANING)
Stains such as grease, oil, tar, adhesive, crayon and lipstick.

GENERAL MAINTENANCE

1. If the stain is still visible after the spot cleaning procedure (Method "A"), blot the soiled area with a clean cotton cloth saturated with the Spot Remover (Part No. B7A-19521-A).

2. Rub in a circular motion while continuously exposing clean portion of cloth.

3. Gradually widen area of application onto edges of design, pleat, or biscuit.

4. Repeat Steps No. 1, 2 and 3 as necessary.

5. Wipe cleaned area with clean damp cloth to remove any residual cleaner.

METHOD "C" (GENERAL CLEANING)
Stains such as dirt, dry soil, food, pop and coffee.
1. Apply the "Rosenthal" or "Bissell" upholstery cleaner with a clean brush or sponge as directed on the instructions furnished with the container.

2. Rub in a circular motion until stain is removed.

3. Gradually widen area of application to edges of design, pleat, or biscuit.

4. Repeat Steps No. 1, 2 and 3 as necessary.

5. Rub cleaned area with a damp cloth to absorb residual cleaner.

6. Allow to dry at room temperature.

NOTE — Spot cleaning as described in Method "A" above will be sufficient on fabrics which are not excessively soiled. However, to maintain a uniform appearance of the seat material in the event of severe soil and stain, the entire seat or insert will have to be cleaned to prevent a "ring" condition.

Cleaning Simulated Woodgrain Interior Trim

Clean soiled or stained surfaces with any mild household detergent or Ford's Multi-Purpose Cleaner, diluted per label instructions (3 oz./gal.) and a soft cloth. Remove mild abrasions (key marks, etc.) with Ford Custom Silicone Gloss or Ford Custom Auto Wax or equivalent.

Cleaning Lap-Shoulder Belt Webbing

Clean the belt webbing with any mild soap solution recommended for cleaning upholstery or carpets; follow the instructions provided with the soap. Do not bleach or redye the webbing because this may weaken it.

SPECIFICATIONS AND CAPACITIES

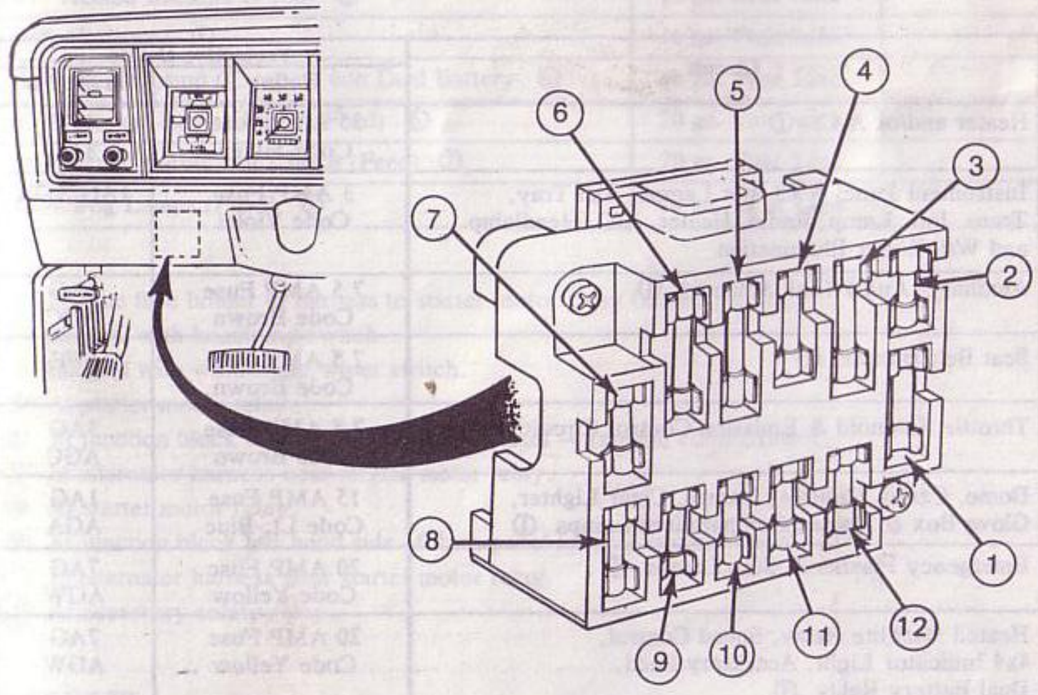
Fuses and Circuit Breakers (F-Series Shown)

Fuse Replacement

For your convenience, most of the replaceable fuses for the electrical system are located on the fuse panel which is located under the instrument panel to the left of the steering column.

The locations of all fuses are indicated on the next page and below. If a fuse needs to be replaced, use only a new fuse rated according to the specifications.

Selected circuits, such as headlights, are protected with circuit breakers. A circuit breaker is designed to stop current flow in case of short-circuit or overload. It will automatically restore current flow after a few seconds, but will again interrupt current if the overload or short-circuit continues. This on-off cycle will continue as long as the overload or short-circuit exists.



SPECIFICATIONS AND CAPACITIES
Fuses and Circuit Breakers
F-Series

(1) BLANK

(2) Instrument Panel & Cluster Lamps, Ash Tray, Trans. Ind. Lamp, Radio Lamp, Heater, A/C Lamp, Headlamp & W/S Wiper Illum. (3.0 AMP) Fuse

(3) Heater/Defroster and/or Air Conditioner (35 AMP) Fuse

(4) Seat Belt Buzzer (7.5 AMP) Fuse

(5) Throttle Solenoid, Emission Control Circuitry (7.5 AMP) Fuse

(6) Aux. Tank Solenoid (7.5 AMP) Fuse

(7) Dome, Cargo, Courtesy Lamps, Cigar Lighter, Glove Box Lamp, Underhood Lamp (15 AMP) Fuse

(8) Emergency Flashers, Stop Lamps (20 AMP) Fuse

(9) Turn Signal Flasher (15 AMP) Fuse

(10) Accessory Feed, Heated Backlite Relay, Speed Control, 4x4 Ind. Light, Dual Battery Relay (20 AMP) Fuse

(11) Back-up Lamps, W/S Washer (15 AMP) Fuse

(12) Radio, CB Radio (7.5 AMP) Fuse

Circuit	Protective Device	
	Rating	Trade No.
Heater and/or A.C. ①	35 AMP Fuse Code Silver	AGC 3AG
Instrument Panel & Cluster Lamps, Ash Tray, Trans. Ind. Lamp, Radio, Heater, A/C, Headlamp and W/S Wiper Illumination	3 AMP Fuse Code Violet	1AG-AGA
Auxiliary (Aux.) Tank Solenoid ①	7.5 AMP Fuse Code Brown	3AG AGC
Seat Belt Buzzer ①	7.5 AMP Fuse Code Brown	SFE
Throttle Solenoid & Emission Control Circuitry ①	7.5 AMP Fuse Code Brown	3AG AGC
Dome, Cargo, Courtesy Lamps, Cigar Lighter, Glove Box & Engine Compartment Lamps ①	15 AMP Fuse Code Lt. Blue	1AG AGA
Emergency Flasher & Stop Lamps ①	20 AMP Fuse Code Yellow	7AG AGW
Heated Backlite Relay, Speed Control, 4x4 Indicator Light, Accessory Feed, Dual Battery Relay ①	20 AMP Fuse Code Yellow	7AG AGW
Back-up Lamps, Windshield Washers ①	15 AMP Fuse Code Lt. Blue	7AG AGW
Radio ①	7.5 AMP Fuse Code Brown	SFE
Turn Signal Flasher ①	15 AMP Fuse	7AG AGW

① Fuse Panel — on left hand dash panel behind instrument panel.

SPECIFICATIONS AND CAPACITIES
Fuses and Circuit Breakers
F-Series (Cont'd)

Circuit	Protective Device	
	Rating	Trade No.
Cargo Shell Switch & Lamp ②	7.5 AMP Fuse Code Brown	
Headlamps & High Beam Indicator ③	18 AMP Circ. Brkr.	
Roof Marker & Rear Marker Lamps, Trailer Exterior Lamps Rear, Park, License, Front & Rear Side Markers, Relay Coil Feed ③	15 AMP Circ. Brkr.	
Windshield Wiper (STD) ④	7.0 AMP Circ. Brkr.	
Windhsield Wiper (2-Speed Interval) ④	7.0 AMP Circ. Brkr.	
#22 Electric Brakes (Trailer) ⑤	16 ga. Fuse Link	
#37 Trailer Lamps (Relay Feed) ⑥	16 ga. Fuse Link	
#198 Accessory Safety Relay, Dual Battery (Feed) ⑪	14 ga. Fuse Link	
#37 Heated Backlite (Feed) ⑤	14 ga. Fuse Link	
#38 Alternator ⑤	16 ga. Fuse Link	
#666 Dome Lamp (Camper) w/o Dual Battery ⑥	16 ga. Fuse Link	
#526 Marker Lamps Relay (Feed) ⑥	20 ga. Fuse Link	
#4 Electric Carburetor Choke (Feed) ⑦	20 ga. Fuse Link	
#478 Fog Lamps (Feed) ⑥	20 ga. Fuse Link	

② In-Line fuse holder in harness to starter motor relay (dealer repair).
③ Integral with headlamp switch.
④ Integral with windshield wiper switch.
⑤ At starter motor relay.
⑥ At junction block left hand side of dash panel — (engine compartment).
⑦ In alternator harness near starter motor relay.
⑧ At starter motor relay.
⑨ At junction block left hand side of dash panel (engine compartment).
⑩ In alternator harness near starter motor relay.
⑪ At accessory safety relay.

Flashers

Turn Signal Flasher	Attached to rear of left hand inner cowl side panel near headlamp switch.
Hazard Warning Flasher	Taped to windshield wiper-washer wiring behind switch.

Light Bulb Specifications

Lamp Description		Number of Bulbs Required	Trade Number
A/C Control Illumination (Optional)		1	161
Alternator Indicator Light		1	194
AM or AM-FM Radio Dial Illumination		1	1893
AM-FM Stereo Indicator		1	1892
Ash Tray Light (Std. on Ranger)		1	1892
Automatic Transmission Gear Selector Dial F-Series			
Tilt Column		1	1445④
Non-Tilt Column		1	161
Back-up Light		2	1156
Brake Warning Light		1	194
Cargo Light (Optional)		1	912
Clearance Lamps, Stake/Platform		7	1895
Dome Light		1	561
Electric De-ice Indicator Light		1	③
Engine Compartment Light (Std. on Ranger)		1	105
Fasten Seat Belt Warning Light		1	194
Fog Lamps		2	H3
Front Parking Light and Turn Signal		2	1157
Front Side Marker Light		2	194
Glove Compartment Light (Std. on Ranger)		1	1891
Headlamps	LO Series	2	6014
	HI Series	2	6052
Headlight Switch and Wipe/Wash Switch Illumination		1	1445
Heater Control Illumination		1	161
Hi-Beam Indicator		1	194
Instrument Panel Gauge Illumination		2	194
Instrument Panel Courtesy Light		2	89
License Plate Light Styleside		1	97
License Plate Light — RPO Rear Bumper (Styleside) Mandatory on Platform ①		2	194
Lock Indicator Light (Full Time 4-Wheel Drive)		1	②
Oil Pressure Indicator Light		1	194
Rear Side Marker Light		2	194
Rear Tail/Stop/Turn Light		2	1157
Roof Marker Lights (RPO on Pick-up Box)		5	168
Turn Signal Indicator Light		2	194

① For California Usage Only
② Use Ford Part D4TZ-10C915-B (bulb is an integral part of lamp assembly).
③ Use Ford Part D7BB-18C622-AA (bulb is an integral part of lamp assembly).
④ Heavy Duty (one candle power)

Lubricant Specifications

Item	Ford Part Name	Ford Part Number	Ford Specification
Windshield Washer Reservoir	Ultra-Clear Windshield Washer Solution	C9AZ-19550-A or B	ESR-M17P5-A
Body Hinges, Latches, Door Striker Plates and Rotors, Seat Tracks, Door Checks and Tracks, and Hood Latch and Auxiliary Latch.	Polyethylene Grease	D7AZ-19584-A	ESB-M1C106-B
Lock Cylinders	Lock Lubricant	D8AZ-19587-A	ESB-M2C20-A
Distributor Bushing Oil Cup	Engine Oil SAE-10W	D3AZ-19579-K	ESE-M2C144-A or SAE "SE"
Distributor Cam	Distributor Cam Lubricant	C4AZ-19D530-A	ESB-M1C35-B
Front Axle,Spindle Pins, Steering Column U-Joints, Clutch Linkage Fittings, Parking Brake Linkage Pivots and Clevises, Transmission Control Linkage Pivots	Multi-Purpose Lubricant	C1AZ-19590-B	ESA-M1C75-B
Steering Gear (Manual) Housing (F-100, F-150, F-250 and F-350 Except Four-Wheel Drive)	Steering Gear Lubricant	C3AZ-19578-A	ESW-M1C87-A
Steering Gear (F-150 4x4 with manual steering)	SAE-90 EP Oil	C6AZ-19580-B	ESW-M2C105-A
Hydraulic Clutch Master Cylinder — Brake Master Cylinder	Heavy Duty Brake Fluid	C6AZ-19542-A or B	▼ESA-M6C25-A
Engine Oil — All Engines	Ford Premium or Super Premium Motor Oil	D3AZ-19579-G, K	ESE-M2C144-A or SE or SE/CC
Front Drive Axle Free Running Hubs on 4x4	Steering Gear Lubricant	C3AZ-19578-A	ESW-M1C87-A
Door Weatherstrips	Silicone Lube	C0AZ-19553-A	ESR-M13P4-A
Steering Linkage	Multi-Purpose Lubricant	D4AZ-19590-A	ESA-M1C92-A Type II
Upper/Lower Ring Pin Bearing — F-250 (4x4) 4500# Axle	Multi-Purpose Lubricant	D4AZ-19590-A	ESA-M1C92-A Type II

SPECIFICATIONS AND CAPACITIES

Lubricant Specifications (Cont'd)

Item	Ford Part Name	Ford Part Number	Ford Specification
Front and Rear Wheel Bearings (Except Rear Wheel Bearings on F-100 and F-150, Brake and Clutch Pedal Shaft, F-150/250 4x4 spindle needle bearings)	Multi-Purpose Lubricant	C1AZ-19590-B	ESA-M1C75-B
C4 Automatic Transmission	Automatic Transmission Fluid	C1AZ-19582-A, C or D	ESW-M2C33-F Type F
C6 Automatic Transmisison	Automatic Transmission Fluid	D7AZ-19582-A, B	ESP-M2C138-CJ
Power Steering Reservoir	Automatic Transmission Fluid	C1AZ-19582-A, C, D	ESW-M2C33-F
Parking Brake Cable	Speedometer Cable Lubricant	D2AZ-19581-A	ESF-M1C160-A
Carburetor Oil Bath Air Cleaner	Above 32° F — Engine Oil SAE-30 Below 32° F — Engine Oil SAE-20	— —	ESE-M2C37-C ESE-M2C36-C
Engine Oil Filter	Motorcraft Long Life Oil Filter	C1AZ-6731-A (FL-1)	ES-D5ZF-6714-AA or BA
Accelerator Linkage	Multi-Purpose Lubricant	C1AZ-19590-B	ESA-M1C75-B
Front and Rear Dana Axles and Dana Limited Slip Rear Axles ①	Hypoid Gear Lubricant	C6AZ-19580-B or E	ESW-M2C105-A
Ford Axles	Hypoid Gear Lubricant	C6AZ-19580-E	ESW-M2C105-A
Ford Traction-Lok Axles	Hypoid Gear Lubricant	D3AZ-19580-A	ESW-M2C119-A
Transfer Case — Four-Wheel Drive	Standard Transmission Lubricant	D8DZ-19C547-A	ESP-M2C83-C
Exhaust Control Valve	Rust Penetrant and Inhibitor	C0AZ-19A501-A (Canadian — D7AZ-19A501-A	ESR-M99C56-A
3-Speed, 4-Speed Manual Transmission and 4-Speed Overdrive Transmission	Standard Transmission Lube	C3RZ-19C547-B D8DZ-19C547-A	— ESP-M2C83-C
Drive Shaft, Universal Joints (if equipped with fitting). Slip Spline and Spring Stud Shackles (P-Series)	Multi-Purpose Lubricant	C1AZ-19590-B	ESA-M1C75-B
Engine Coolant	Cooling System Fluid	8A-19549-A	ESE-M97B18-C

① Add EST-M2C118-A (friction modifier Part No. C8AZ-19B546-A) for complete refill of Dana limited-slip axles. Add 4 ounces for F-250-350 rear. For F-150 & F-250 4x4 add 2 ounces to front axle.

SPECIFICATIONS AND CAPACITIES

Fuel Tank Refill Capacities

Tank Type	Truck Type/G.V.W.	Approximate Capacities		
		U.S. Gallons	Imperial Gallons	Litres
Standard	F-100 (4x2)	19.2	16.0	72.7
	F-150/250 (4x2), F-150/250 (4x4), F-250 (4x4) Crew Cab ① ④	19.2	16.0	72.7
	F-350 (Stake, Chassis-Cab, Platform), F-250/350 (4x2) Crew Cab ⑤	20.2	16.8	76.4
	F-350 (Camper Special)	21.0	17.5	79.4
	F-350 (Camper Special) ①	19.0	15.8	71.9
	F-100/250/350 Supercab	19.2	16.0	72.7
Optional	F-100 (4x2)	20.2	16.8	76.5
	F-150/250 (4x2), F-250 (4x2) & F-350 (4x4) 140" W.B. Crew Cab, ③⑥	20.2	16.8	76.5
	F-150/250 (4x4) 133" W.B. ②	27.0	22.5	102.2
	F-150/250 (4x4) 133" W.B. ① ②	26.0	21.6	98.4
	F-100/350 Super Cab	19.5	16.2	73.8
	F-350 Stake, Chassis Cab, Platform ①	19.0	15.8	71.9
	F-350 Stake, Chassis Cab, Platform	21.0	17.5	79.5
	F-250 (4x2), F-350 Crew Cab (Non-Evap. — A/A Tank is R.P.O.)	21.0	17.5	79.5
	F-250 (4x2), F-350 Crew Cab (Evap. — A/A Tank is R.P.O.)	19.0	15.8	71.9

① Standard in California Only (Optional in 49 States and Canada).

② Standard with F-250 (4x4) Regular Cab with 8400 G.V.W.R.

③ Standard with F-150 Regular Cab with 6050 G.V.W.R., with 4.9L (300 CID) and 5.0L (302 CID) engines.

④ Aft/Axle tank is standard except with 8400 G.V.W.R.

⑤ Midship tank is standard.

⑥ Midship tank is R.P.O. — capacity is 20.2 U.S. gallons (Evap. and Non-Evap.)

Transmission Refill Capacities

Transmission Type and Make	Approximate Capacities		
	U.S. Measure (Pints)	Imperial Measure (Pints)	Litres
3-Speed (Ford)	3.5	2.8	1.6
4-Speed (Warner T-18-B)	7.0	5.5	3.3
4-Speed (New Process 435)	7.0	5.5	3.3
4-Speed (New Process 435 without Extension)	6.5	5.2	3.0
4-Speed Overdrive	4.5	3.7	2.1
C-4 Automatic 4.9L (300 CID)	20.0	16.5	9.4
C-4 Automatic 5.0L (302 CID)	20.0	16.5	8.2
C-6 Automatic 4.9L (300 CID), 5.4L (330 CID), 5.8L (351M CID), 6.6L (400 CID), F-150/250 4x4 (C-6)	27.0	23.0	13.0
4-Wheel Drive Transfer Case			
Two-Speed Part Time (New Process Gear)	4.0	3.2	1.9
Full Time (New Process Gear)	9.0	7.5	4.2

Axle Lubricant Capacities

Axle Model	Truck Type	Approximate Capacities		
		U.S. Measure (Pints)	Imperial Measure (Pints)	Litres
Ford	F-100/150 (4x2)	6.5	5.4	3.0
Ford	F-150 (4x4)	6.5	5.4	3.0
Dana 44-3 (Rear)	F-100/150 (4x2)	3.5	2.8	1.7
Dana 44-9F (Front Axle)	F-150 (4x4)	4.0 ①	3.2	1.9
	F-250 (4x4)	5.6	4.7	2.6
	F-250 (4x4) Crew Cab			
Dana 60, 61	F-250 (4x2)	7.0	5.5	3.3
Dana 60 (Rear)	F-250 (4x4)	6.0	5.0	2.8
Dana 61-2	F-250 (4x2)	5.5	4.6	2.6
Dana 60-7F (Front Axle)	F-250 (4x4) Heavy Duty and Snow Plow (opt.)	6.0	5.0	2.8
Dana 70 (Rear)	F-350 Regular Cab	7.0	5.5	3.3
Dana 70 (Rear)	F-350 Super Cab	7.0	5.5	3.3

① 4 pints for part time 4x4.
5.8 pints for full time 4x4.

Battery (12 Volts)

Capacity (Ampere-hours at 20-Hr. Rate)	41	53	68*
Number of Plates	54	66	78
Ground Terminal Polarity	Negative	Negative	Negative

* Maintenance Free

Engine Cooling System Refill Capacities

Engine	Truck Model/Type	Equipment	Approximate Capacity		
			U.S. Qts.	Imperial Qts.	Litres
4.9L (300 CID)	F-100/350	Manual Trans. — Standard and Extra Cooling	13	10	12
	F-100/350	Auto. Trans. — Standard and Extra Cooling	14	11	13
	F-100/350	Manual/Auto. Trans. — A/C	17	14	16
5.0L (302 CID)	F-100/150	Manual/Auto. Trans. — Standard Cooling; Manual Trans. — Extra Cooling	15	12	14
	F-100/150	Auto. Trans. — Extra Cooling; Manual/Auto. Trans. — A/C	18	14	17
5.8L (351 CID)	F-100	Manual Trans. — Standard Cooling	17	14	16
	F-150/350	Manual Trans. — Standard Cooling	15	12	14
	F-100	Manual Trans. — Standard and Extra Cooling	17	14	16
	F-150/350	Manual Trans. — Extra Cooling; Auto. Trans. — Standard and Extra Cooling	17	14	16
	F-150/350	Manual/Auto. Trans. — A/C	18	15	17
	F-100/350	Manual/Auto. Trans. — Super Cooling	24	19	23
6.6L (400 CID)	F-250/350	Manual Trans. — Standard and Extra Cooling, and A/C	18	15	17
	F-100/350	Auto. Trans. — Standard and Extra Cooling, and A/C	18	15	17
	F-250/350	Manual Trans. — Super Cooling	24	19	23
	F-100/350	Auto. Trans. — Super Cooling	24	19	23
7.5L (460 CID)	F-150/350	All Cooling Options	24	19	23

SPECIFICATIONS AND CAPACITIES

Engine Oil Refill Capacities ①

Engine	U.S. Quarts	Imperial Quarts	Litres
4.9L (300 CID)	6	5	5.6
5.0L (302 CID)	6	5	5.6
5.8L (351 CID)	6	5	5.6
6.6L (400 CID)	6	5	5.6
7.5L (460 CID)	6	5	5.6

① Includes one quart for filter replacement.

SPECIFICATIONS AND CAPACITIES

Tire Sizes and Inflation Pressures

F-100 4x2

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-100	4900	F78-15B	TL	32	32	220.6	220.6
4x2		G78-15B •	TL	30	30	206.8	206.8
117''		7.00-15D •	T	35	35	241.3	241.3
		L78-15B •	TL	30	30	206.8	206.8
		L78-15C •④	TL	30	30	206.8	206.8
		LR78-15C •④	TL	28	28	193.0	193.0
		H78-15B •	TL	30	30	206.8	206.8
		GR60-15C •③	TL	30	30	206.8	206.8
		L78-15C(AT) •④	TL	30	30	206.8	206.8
	5400	H78-15B	TL	30	32	206.8	220.6
		7.00-15D •	T	40	40	275.8	275.8
		L78-15B •	TL	30	30	206.8	206.8
		LR78-15C •④	TL	28	28	193.0	193.0
		L78-15C •④	TL	30	30	206.8	206.8
		L78-15C(AT) •④	TL	30	30	206.8	206.8
F-100	4800	F78-15B	TL	32	30	220.6	206.8
4x2		G78-15B •	TL	30	30	206.8	206.8
133''		7.00-15D •	T	35	35	241.3	241.3
		L78-15B •	TL	30	30	206.8	206.8
		H78-15B •	TL	30	30	206.8	206.8
		GR60-15C •③	TL	30	30	206.8	206.8
		L78-15C •④	TL	28	28	193.0	193.0
		LR78-15C •④	TL	28	28	193.0	193.0
		L78-15C(AT) •④	TL	30	30	206.8	206.8
	5200 ①	G78-15B	TL	32	32	220.6	220.6
		7.00-15D •	T	35	35	241.3	241.3
		L78-15B •	TL	30	30	206.8	206.8
		H78-15B •	TL	30	30	206.8	206.8
		GR60-15C •③	TL	32	32	220.6	220.6
		L78-15C •④	TL	30	30	206.8	206.8
		LR78-15C •④	TL	28	28	193.0	193.0
		L78-15C(AT) •④	TL	30	30	206.8	206.8

See footnotes on page 158.

Tire Sizes and Inflation Pressures

F-100 4x2 (Cont'd)

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-100 4x2 133"	5200 ②	H78-15B	TL	30	30	206.8	206.8
		L78-15B •	TL	30	30	206.8	206.8
		7.00-15D •	T	40	40	275.8	275.8
		L78-15C •	TL	30	30	206.8	206.8
		LR78-15C •	TL	28	28	193.0	193.0
		L78-15C(AT) • 4	TL	30	30	206.8	206.8

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating

• Optional tire

T — Tube type truck tire TL — Tubeless truck tire

B — Load range — 4 ply rating

C — Load range — 6 ply rating

D — Load range — 8 ply rating

① N/A with 5.8L (351 CID) or 6.6L (400 CID) engines or dual batteries.

② With 5.8L (351 CID) or 6.6L (400 CID) engines or dual batteries.

③ Available with 15x6.0 aluminum wheels only.

④ All L78-15C/LR78-15C tires must use 15x6 inch rims

(AT) — All Terrain

Tire Sizes and Inflation Pressures

F-100 4x2, F-100 4x2 Super Cab

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-100 4x2 133"	5600	H78-15B	TL	30	32	206.8	220.6
		L78-15B •	TL	30	30	206.8	206.8
		7.00-15D •	T	40	40	275.8	275.8
		LR78-15C • ①	TL	28	28	193.0	193.0
		L78-15C • ①	TL	30	30	206.8	206.8
		L78-15C (AT) • ①	TL	30	30	206.8	206.8
F-100 4x2 138.8" Super Cab	5200	H78-15B	TL	32	30	220.6	206.8
		L78-15B •	TL	30	30	206.8	206.8
		7.00-15D •	T	40	40	275.8	275.8
		L78-15C • ①	TL	30	30	206.8	206.8
		LR78-15C • ①	TL	28	28	193.0	193.0
		L78-15C (AT) • ①	TL	30	30	206.8	206.8
F-100 4x2 Super Cab 155"	5200	H78-15B	TL	32	30	220.6	206.8
		L78-15B •	TL	30	30	206.8	206.8
		7.00-15D •	T	40	40	275.8	275.8
		LR78-15C • ①	TL	28	28	193.0	193.0
		L78-15C • ①	TL	30	30	206.8	206.8
		L78-15C (AT) • ①	TL	30	30	206.8	206.8
F-100 4x2 Super Cab 138.8"	5700	H78-15B	TL	32	32	220.6	220.6
		L78-15B •	TL	30	30	206.8	206.8
		7.00-15D •	T	40	40	275.8	275.8
		LR78-15C • ①	TL	28	28	193.0	193.0
		L78-15C • ①	TL	30	30	206.8	206.8
		L78-15C (AT) • ①	TL	30	30	206.8	206.8
	5800	H78-15B	TL	32	32	220.6	220.6
		L78-15B •	TL	30	30	206.8	206.8
		7.00-15D •	T	40	40	275.8	275.8
		LR78-15C • ①	TL	28	28	193.0	193.0
		L78-15C • ①	TL	30	30	206.8	206.8
		L78-15C (AT) • ①	TL	30	30	206.8	206.8

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating

• Optional tire

T — Tube type truck tire TL — Tubeless truck tire

B — Load range — 4 ply rating

C — Load range — 6 ply rating

D — Load range — 8 ply rating

①L78-15C/LR78-15C tires must use 15x6 inch rims.

(AT) — All Terrain

Tire Sizes and Inflation Pressures

F-150 4x2, 4x4, Super Cab

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-150 4x2 133"	6050	L78-15B	TL	30	32	206.8	220.6
		H78-15D •Ⓐ	TL	34	40	234.4	275.8
		7.00-15D •	T	50	55	344.7	379.2
		LR78-15C •①	TL	30	34	206.8	234.4
		L78-15C •①	TL	30	34	206.8	234.4
		L78-15C(AT) •①	TL	30	30	206.8	206.8
	6150	L78-15C①	TL	30	36	206.8	248.2
		LR78-15C •①	TL	30	36	206.8	248.2
		7.00-15D •	T	50	55	344.7	379.2
		L78-15C(AT) •①	TL	30	36	206.8	248.2
F-150 4x4 116.8"	6050	L78-15B	TL	32	32	220.6	220.6
		7.00-15D •	T	50	50	344.7	344.7
		H78-15D •Ⓐ	TL	34	40	234.4	275.8
		L78-15C •①	TL	32	32	220.6	220.6
		10-15C(AT) •②	TL	35	35	241.3	241.3
		LR78-15C •①	TL	32	32	220.6	220.6
		L78-15C(AT) •①	TL	32	32	220.6	220.6
F-150 4x4 133"	6300	L78-15B	TL	32	32	220.6	220.6
		7.00-15D •	T	50	50	344.7	344.7
		H78-15D •Ⓐ	TL	40	40	275.8	275.8
		10-15C(AT) •②	TL	35	35	241.3	241.3
		L78-15C •①	TL	32	32	220.6	220.6
		LR78-15C •①	TL	32	32	220.6	220.6
		L78-15C(AT) •①	TL	32	32	220.6	220.6
	6500	L78-15C①	TL	32	36	220.6	248.2
		7.00-15D •	T	50	55	344.7	379.2
		10-15C(AT) •③②	TL	35	35	241.3	241.3
		LR78-15C •①	TL	32	36	220.6	248.2
		L78-15C(AT) •①	TL	32	36	220.6	248.2
F-150 4x2 Super Cab 138.8"	6050	L78-15B	TL	30	32	206.8	220.6
		7.00-15D •	T	50	50	344.7	344.7
		LR78-15C •①	TL	30	32	206.8	220.6
		L78-15C •①	TL	30	32	206.8	220.6
		L78-15C(AT) •①	TL	30	32	206.8	220.6
	6200	L78-15C①	TL	30	36	206.8	248.2
		LR78-15C •①	TL	30	36	206.8	248.2
		7.00-15D •	T	50	55	344.7	379.2
		L78-15C(AT) •①	TL	30	36	206.8	248.2

See footnotes on page 161.

Tire Sizes and Inflation Pressures

F-150 4x2, 4x4, Super Cab (Cont'd)

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-150 4x2 Super Cab 155"	6200	L78-15B	TL	30	32	206.8	220.6
		LR78-15C •①	TL	30	32	206.8	220.6
		7.00-15D •	T	50	50	344.7	344.7
		L78-15C •①	TL	30	32	206.8	220.6
		L78-15C(AT) •①	TL	30	32	206.8	220.6
	6400	L78-15C①	TL	30	36	206.8	248.2
		7.00-15D •	T	50	55	344.7	379.2
		LR78-15C •①	TL	30	36	206.8	248.2
		L78-15C(AT) •①	TL	30	36	206.8	248.2
F-150 4x4 Super Cab 155"	6400	L78-15B	TL	32	30	220.6	206.8
		7.00-15D •	T	50	50	344.7	344.7
		L78-15C •①	TL	32	30	220.6	206.8
		10-15C(AT) •②	TL	35	35	241.3	241.3
		LR78-15C •①	TL	32	30	220.6	206.8
		L78-15C(AT) •①	TL	32	30	220.6	206.8

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating

• Optional tire

T — Tube type truck tire TL — Tubeless truck tire

B — Load range — 4 ply rating

C — Load range — 6 ply rating

D — Load range — 8 ply rating

① All L78-15C/LR78-15C tires must use 15x6 inch rims.

② 10-15C requires 15x8 inch rims.

③ N/A with 4.9L (300 CID) engine.

Ⓐ This tire not available with California Emissions Package.

(AT) — All terrain

NOTE — On four wheel drive vehicles, all tires must be of equal size and should be the same tread type.

Tire Sizes and Inflation Pressures

F-250 4x2

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x2 133''	6200	8.00-16.5D	TL	45	60	310.2	413.7
		8.00-16.5E •	TL	45	60	310.2	413.7
		8.75-16.5E •	TL	35	45	241.3	310.2
		8.75R-16.5E •	TL	40	50	275.8	344.7
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		7.50-16C •	T/TL	35	45	241.3	310.2
		7.50-16D •	T/TL	35	45	241.3	310.2
		7.50-16E •	T/TL	35	45	241.3	310.2
	6800	8.00-16.5E	TL	45	75	310.2	517.1
		8.75-16.5E •	TL	35	60	241.3	413.7
		8.75R-16.5E •	TL	40	65	275.8	448.1
		9.50-16.5D •	TL	35	45	241.3	310.2
		9.50-16.5E •	TL	35	45	241.3	310.2
		7.50-16D •	T/TL	35	55	241.3	379.2
		7.50-16E •	T/TL	35	55	241.3	379.2
	7700	8.75-16.5E	TL	35	75	241.3	517.1
		8.75R-16.5E •	TL	40	80	275.8	551.6
		9.50-16.5D •	TL	35	55	241.3	379.2
		9.50-16.5E •	TL	35	55	241.3	379.2
		7.50-16E •	T/TL	35	70	241.3	482.6
	7900	8.75-16.5E	TL	35	75	241.3	517.1
		8.75R-16.5E •	TL	40	80	275.8	551.6
		9.50-16.5D •	TL	35	55	241.3	379.2
		9.50-16.5E •	TL	35	55	241.3	379.2
		7.50-16E •	T/TL	35	70	241.3	482.6

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating

Tire Sizes and Inflation Pressures

F-250 4x4

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x4 133''	6700	8.00-16.5D	TL	50	60	344.7	413.7
		8.00-16.5E •	TL	50	60	344.7	413.7
		8.75-16.5E •	TL	40	45	275.8	310.2
		8.75R-16.5E •	TL	45	50	310.2	344.7
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		7.50-16C •	T/TL	40	45	275.8	310.2
		7.50-16D •	T/TL	40	45	275.8	310.2
		7.50-16E •	T/TL	40	45	275.8	310.2
	6700 S	8.00-16.5D	TL	60	60	413.7	413.7
		8.00-16.5E •	TL	60	60	413.7	413.7
		8.75-16.5E •	TL	45	45	310.2	310.2
		8.75R-16.5E •	TL	50	50	344.7	344.7
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		7.50-16D •	T/TL	45	45	310.2	310.2
		7.50-16E •	T/TL	45	45	310.2	310.2
	7300	8.00-16.5E	TL	50	75	344.7	517.1
		8.75-16.5E •	TL	40	60	275.8	413.7
		8.75R-16.5E •	TL	45	65	310.2	448.1
		9.50-16.5D •	TL	35	45	241.3	310.2
		9.50-16.5E •	TL	35	45	241.3	310.2
		7.50-16D •	T/TL	40	55	275.8	379.2
		7.50-16E •	T/TL	40	55	275.8	379.2
	7300 S	8.00-16.5E	TL	75	75	517.1	517.1
		8.75-16.5E •	TL	60	60	413.7	413.7
		8.75R-16.5E •	TL	65	65	448.1	448.1
		9.50-16.5D •	TL	45	45	310.2	310.2
		9.50-16.5E •	TL	45	45	310.2	310.2
		7.50-16E •	T/TL	55	55	379.2	379.2
		7.50-16D •	T/TL	55	55	379,2	379.2

See footnotes on page 164.

Tire Sizes and Inflation Pressures

F-250 4x4 (Cont'd)

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x4 133"	8400	8.75-16.5E	TL	45	75	310.2	517.1
		8.75R-16.5E •	TL	50	80	344.7	551.6
		9.50-16.5D •	TL	35	55	241.3	379.2
		9.50-16.5E •	TL	35	55	241.3	379.2
		7.50-16E •	T/TL	40	70	275.8	482.6
	8400 S	8.75-16.5E	TL	60	75	413.7	517.1
		8.75R-16.5E •	TL	65	80	448.1	551.6
		9.50-16.5D •	TL	45	55	310.2	379.2
		9.50-16.5E •	TL	45	55	310.2	379.2
		7.50-16E •	T/TL	55	70	379.2	482.6

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
S — With 4500 lb. (2041 kg) front axle or snow plow option
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating

NOTE — On four wheel drive vehicles, all tires must be of equal size and should be the same tread type.

Tire Sizes and Inflation Pressures

F-250 4x2 Crew Cab

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x2 150.3"	6200	8.00-16.5D	TL	55	60	379.2	413.7
		8.00-16.5E •	TL	55	60	379.2	413.7
		8.75-16.5E •	TL	40	45	275.8	310.2
		8.75R-16.5E •	TL	45	50	310.2	344.7
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		7.50-16C •Ⓐ	T	40	45	275.8	310.2
		7.50-16D •Ⓐ	T	40	45	275.8	310.2
		7.50-16E •Ⓐ	T	40	45	275.8	310.2
	6800	8.00-16.5E	TL	55	75	379.2	517.1
		8.75-16.5E •	TL	40	60	275.8	413.7
		8.75R-16.5E •	TL	45	65	310.2	448.1
		9.50-16.5D •	TL	35	45	241.3	310.2
		9.50-16.5E •	TL	35	45	241.3	310.2
		7.50-16D •Ⓐ	T	40	55	275.8	379.2
		7.50-16E •Ⓐ	T	40	55	275.8	379.2
	7700	8.75-16.5E	TL	40	75	275.8	517.1
		8.75R-16.5E •	TL	45	80	310.2	551.6
		9.50-16.5D •	TL	35	55	241.3	379.2
		9.50-16.5E •	TL	35	55	241.3	279.2
		7.50-16E •Ⓐ	T	40	70	275.8	482.6

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating
Ⓐ Tube type tires require inner-tube flap liner.
On four-wheel drive vehicles, all tires must be of equal size and should be the same tread type.

Tire Sizes and Inflation Pressures

F-250 4x4 Crew Cab

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x4 150.3"	6700	8.00-16.5D	TL	55	60	379.2	413.7
		8.00-16.5E •	TL	55	60	379.2	413.7
		8.75-16.5E •	TL	45	50	310.2	344.7
		8.75R-16.5E •	TL	50	55	344.7	379.2
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		7.50-16C •Ⓐ	T	40	45	275.8	310.2
		7.50-16D •Ⓐ	T	40	45	275.8	310.2
		7.50-16E •Ⓐ	T	40	45	275.8	310.2
	7300	8.00-16.5E	TL	55	75	379.2	517.1
		8.75-16.5E •	TL	45	60	310.2	413.7
		8.75R-16.5E •	TL	50	65	344.7	448.1
		9.50-16.5D •	TL	35	45	241.3	310.2
		9.50-16.5E •	TL	35	45	241.3	310.2
		7.50-16D •Ⓐ	T	40	55	275.8	379.2
		7.50-16E •Ⓐ	T	40	55	275.8	379.2
	8100-8400	8.75-16.5E	TL	45	75	310.2	517.1
		8.75R-16.5E •	TL	50	80	344.7	551.6
		9.50-16.5D •	TL	35	55	241.3	379.2
		9.50-16.5E •	TL	35	55	241.3	379.2
		7.50-16E •Ⓐ	T	40	70	275.8	482.6

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
● Optional tire
T — Tube type truck tire TL — Tubeless truck tire
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating
Ⓐ Tube type tires require inner-tube flap liner.
On four-wheel drive vehicles, all tires must be of equal size and should be the same tread type.

Tire Sizes and Inflation Pressures

F-250 4x2 Super Cab

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x2 Super Cab 138.8"	6300	8.00-16.5D	TL	45	60	310.2	413.7
		8.00-16.5E •	TL	45	60	310.2	413.7
		8.75-16.5E •	TL	40	45	275.8	310.2
		8.75R-16.5E •	TL	45	50	310.2	344.7
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		7.50-16C •	T/TL	35	45	241.3	310.2
		7.50-16D •	T/TL	35	45	241.3	310.2
		7.50-16E •	T/TL	35	45	241.3	310.2
	6800	8.00-16.5E	TL	45	75	310.2	517.1
		8.75-16.5E •	TL	40	60	275.8	413.7
		8.75R-16.5E •	TL	45	65	310.2	448.1
		9.50-16.5D •	TL	35	45	241.3	310.2
		9.50-16.5E •	TL	35	45	241.3	310.2
		7.50-16D •	T/TL	35	55	241.3	379.2
		7.50-16E •	T/TL	35	55	241.3	379.2
	7600	8.75-16.5E	TL	40	75	275.8	517.1
		8.75R-16.5E •	TL	45	80	310.2	551.6
		9.50-16.5D •	TL	35	55	241.3	379.2
		9.50-16D •	TL	35	55	241.3	379.2
		7.50-16E •	T/TL	35	70	241.3	482.6
	7800	8.75-16.5E	TL	40	75	275.8	517.1
		8.75R-16.5E •	TL	45	80	310.2	551.6
		9.50-16.5D •	TL	35	55	241.3	379.2
		9.50-16.5E •	TL	35	55	241.3	379.2
		7.50-16E •	T/TL	35	70	241.3	482.6

NOTE — Do not mix radial tire with bias tires

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating

Tire Sizes and Inflation Pressures

F-250 4x2 Super Cab (Cont'd)

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x2 Super Cab 155''	6550	8.00-16.5D	TL	50	60	344.7	413.7
		8.00-16.5E •	TL	50	60	344.7	413.7
		8.75-16.5E •	TL	40	50	275.8	344.7
		8.75R-16.5E •	TL	45	55	310.2	379.2
		9.50-16.5D •	TL	35	40	241.3	275.8
		9.50-16.5E •	TL	35	40	241.3	275.8
		7.50-16C •	T/TL	40	45	275.8	310.2
		7.50-16D •	T/TL	40	45	275.8	310.2
		7.50-16E •	T/TL	40	45	275.8	310.2
	7050	8.00-16.5E	TL	50	70	344.7	482.6
		8.75-16.5E •	TL	40	55	275.8	379.2
		8.75R-16.5E •	TL	45	60	310.2	413.7
		9.50-16.5D •	TL	35	45	241.3	310.2
		9.50-16.5E •	TL	35	45	241.3	310.2
		7.50-16D •	T/TL	40	55	275.8	379.2
		7.50-16E •	T/TL	40	55	275.8	379.2
	7500	8.75-16.5E	TL	40	70	275.8	482.6
		8.75R-16.5E •	TL	45	70	310.2	482.6
		9.50-16.5D •	TL	35	50	241.3	344.7
		9.50-16.5E •	TL	35	50	241.3	344.7
		7.50-16E •	T/TL	40	65	275.8	448.1
	8100	9.50-16.5D	TL	35	55	241.3	379.2
		9.50-16.5E •	TL	35	55	241.3	379.2
		7.50-16E •	T/TL	40	70	275.8	482.6

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating

Tire Sizes and Inflation Pressures

F-250 4x4 Super Cab

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x4 Super Cab 155''	7100	8.00-16.5D	TL	55	60	379.2	413.7
		8.00-16.5E •	TL	55	60	379.2	413.7
		8.75-16.5E •	TL	45	45	310.2	310.2
		8.75R-16.5E •	TL	50	50	344.7	344.7
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		7.50-16C •	T/TL	40	45	275.8	310.2
		7.50-16D •	T/TL	40	45	275.8	310.2
		7.50-16E •	T/TL	40	45	275.8	310.2
	7100 S	8.00-16.5D	TL	60	60	413.7	413.7
		8.00-16.5E •	TL	60	60	413.7	413.7
		8.75-16.5E •	TL	50	50	344.7	344.7
		8.75R-16.5E •	TL	55	55	379.2	379.2
		9.50-16.5D •	TL	40	40	275.8	275.8
		9.50-16.5E •	TL	40	40	275.8	275.8
		7.50-16D •	T/TL	45	45	310.2	310.2
		7.50-16E •	T/TL	45	45	310.2	310.2
	7600	8.00-16.5E	TL	55	70	379.2	482.6
		8.75-16.5E •	TL	45	55	310.2	379.2
		8.75R-16.5E •	TL	50	60	344.7	413.7
		9.50-16.5D •	TL	35	45	241.3	310.2
		9.50-16.5E •	TL	35	45	241.3	310.2
		7.50-16D •	T/TL	40	55	275.8	379.2
		7.50-16E •	T/TL	40	55	275.8	379.2
	7600 S	8.00-16.5E	TL	75	75	517.1	482.6
		8.75-16.5E •	TL	60	60	413.7	413.7
		8.75R-16.5E •	TL	65	65	448.1	448.1
		9.50-16.5D •	TL	45	45	310.2	310.2
		9.50-16.5E •	TL	45	45	310.2	310.2
		7.50-16D •	T/TL	55	55	379.2	379.2
		7.50-16E •	T/TL	55	55	379.2	379.2

See footnotes on page 170.

Tire Sizes and Inflation Pressures

F-250 4x4 Super Cab (Cont'd)

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-250 4x4 Super Cab 155"	8500	8.75-16.5E	TL	45	75	310.2	517.1
		8.75R-16.5E •	TL	50	80	344.7	551.6
		9.50-16.5D •	TL	35	55	241.3	379.2
		9.50-16.5E •	TL	35	55	241.3	379.2
		7.50-16E •	T/TL	40	70	275.8	482.6
	8500 S	8.75-16.5E	TL	60	75	413.7	517.1
		8.75R-16.5E •	TL	65	80	448.1	551.6
		9.50-16.5D •	TL	45	55	310.2	379.2
		9.50-16.5E •	TL	45	55	310.2	379.2
		7.50-16E •	T/TL	55	70	379.2	482.6

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
S — With 4500 lb. (2041 kg) front axle or snow plow option
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating

NOTE — On four wheel drive vehicles, all tires must be or equal size and should be the same thread type.

Tire Sizes and Inflation Pressures

F-350 — Single Rear Wheels

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-350 S/R 136.8"	6600	8.00-16.5D	TL	45	60	310.2	413.7
		8.00-16.5E •	TL	45	60	310.2	413.7
		8.75-16.5E •	TL	35	50	241.3	344.7
		8.75R-16.5E •	TL	40	55	275.8	379.2
		7.50-16C •	TL	35	45	241.3	310.2
		7.50-16D •	T/TL	35	45	241.3	310.2
		7.50-16E •	T/TL	35	45	241.3	310.2
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16D •	T/TL	—	45	—	310.2
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16E •	T/TL	—	45	—	310.2
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
	8000	8.75-16.5E	TL	35	75	241.3	517.1
		8.75R-16.5E •	TL	40	80	275.8	551.6
		9.50-16.5D •	TL	35	60	241.3	413.7
		(F)9.50-16.5D •	TL	35	—	241.3	—
		(R)9.50-16.5E •	TL	—	60	—	413.7
		9.50-16.5E •	TL	35	60	241.3	413.7
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16E •	T/TL	—	75	—	517.1
		7.50-16E •	T/TL	35	75	241.3	517.1
	8900	9.50-16.5E	TL	35	75	241.3	517.1
160.8"	6750	8.00-16.5D	TL	50	60	344.7	413.7
		8.00-16.5E •	TL	50	60	344.7	413.7
		8.75-16.5E •	TL	40	50	275.8	344.7
		8.75R-16.5E •	TL	45	55	310.2	379.2
		7.50-16C •	T/TL	35	45	241.3	310.2
		7.50-16D •	T/TL	35	45	241.3	310.2
		7.50-16E •	T/TL	35	45	241.3	310.2
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16D •	T/TL	—	45	—	310.2
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16E •	T/TL	—	45	—	310.2
	8200	8.75-16.5E	TL	40	75	275.8	517.1
		8.75R-16.5E •	TL	45	80	310.2	551.6
		9.50-16.5D •	TL	35	60	241.3	413.7
		(F)9.50-16.5D •	TL	35	—	241.3	—
		(R)9.50-16.5E •	TL	—	60	—	413.7
		9.50-16.5E •	TL	35	60	241.3	413.7
		(F)7.50-16C •	T/TL	40	—	275.8	—
		(R)7.50-16E •	T/TL	—	75	—	517.1
		7.50-16E •	T/TL	40	75	275.8	517.1
	9100	9.50-16.5E	TL	35	75	241.3	517.1

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire
TL — Tubeless truck tire
S/R — Single rear wheels
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating

Tire Sizes and Inflation Pressures

F-350 — Dual Rear Wheels

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-350 D/R 136.8"	8300	8.00-16.5D	TL	45	45	310.2	310.2
		8.00-16.5E •	TL	45	45	310.2	310.2
		8.75-16.5E •	TL	35	35	241.3	241.3
		7.50-16C •	T/TL	35	35	241.3	241.3
		7.50-16D •	T/TL	35	35	241.3	241.3
		7.50-16E •	T/TL	35	35	241.3	241.3
		(F)8.00-16.5D •	TL	45	—	310.2	—
		(R)8.00-16.5E •	TL	—	45	—	310.2
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16D •	T/TL	—	35	—	241.3
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16E •	T/TL	—	35	—	241.3
	9500	8.00-16.5D	TL	45	60	310.2	413.7
		8.00-16.5E •	TL	45	60	310.2	413.7
		8.75-16.5E •	TL	35	45	241.3	310.2
		7.50-16C •	T/TL	35	45	241.3	310.2
		7.50-16D •	T/TL	35	45	241.3	310.2
		7.50-16E •	T/TL	35	45	241.3	310.2
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16D •	T/TL	—	45	—	310.2
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16E •	T/TL	—	45	—	310.2
		(F)8.00-16.5D •	TL	45	—	310.2	—
		(R)8.00-16.5E •	TL	—	60	—	413.7
	10,000	(F)8.00-16.5D	TL	45	—	310.2	—
		(R)8.00-16.5E	TL	—	65	—	448.1
		8.75-16.5E •	TL	35	50	241.3	344.7
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16D •	T/TL	—	50	—	344.7
		7.50-16D •	T/TL	35	50	241.3	344.7
		7.50-16E •	T/TL	35	50	241.3	344.7
		8.00-16.5E •	TL	45	65	310.2	448.1
		(F)7.50-16C •	T/TL	35	—	241.3	—
		(R)7.50-16E •	T/TL	—	50	—	344.7

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating
D/R — Dual rear wheels.

Tire Sizes and Inflation Pressures

F-350 — Dual Rear Wheels (Cont'd)

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-350 D/R 160.8"	8500	8.00-16.5D	TL	50	45	344.7	310.2
		8.75-16.5E •	TL	40	35	275.8	241.3
		7.50-16C •	T/TL	40	35	275.8	241.3
		7.50-16D •	T/TL	40	35	275.8	241.3
		7.50-16E •	T/TL	40	35	275.8	241.3
		8.00-16.5E •	TL	50	45	344.7	310.2
		(F)8.00-16.5D •	TL	50	—	344.7	—
		(R)8.00-16.5E •	TL	—	45	—	310.2
		(F)7.50-16C •	T/TL	40	—	275.8	—
		(R)7.50-16D •	T/TL	—	35	—	241.3
		(F)7.50-16C •	T/TL	40	—	275.8	—
		(R)7.50-16E •	T/TL	—	35	—	241.3
	9500	8.00-16.5D	TL	50	55	344.7	379.2
		8.75-16.5E •	TL	40	45	275.8	310.2
		7.50-16C •	T/TL	40	40	275.8	275.8
		7.50-16D •	T/TL	40	40	275.8	275.8
		7.50-16E •	T/TL	40	40	275.8	275.8
		(F)7.50-16C •	T/TL	40	—	275.8	—
		(R)7.50-16D •	T/TL	—	40	—	275.8
		8.00-16.5E •	TL	50	55	344.7	379.2
		(F)8.00-16.5D •	TL	50	—	344.7	—
		(R)8.00-16.5E •	TL	—	55	—	379.2
		(F)7.50-16C •	T/TL	40	—	275.8	—
		(R)7.50-16E •	T/TL	—	40	—	275.8
	10,000	(F)8.00-16.5D	TL	50	—	344.7	—
		(R)8.00-16.5E	TL	—	60	—	413.7
		8.75-16.5E •	TL	40	50	275.8	344.7
		7.50-16D •	T/TL	40	45	275.8	310.2
		7.50-16E •	T/TL	40	45	275.8	310.2
		(F)7.50-16C •	T/TL	40	—	275.8	—
		(R)7.50-16D •	T/TL	—	45	—	310.2
		8.00-16.5E •	TL	50	60	344.7	413.7
		(F)7.50-16C •	T/TL	40	—	275.8	—
		(R)7.50-16E •	T/TL	—	45	—	310.2

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating
D/R — Dual rear wheels

Tire Sizes and Inflation Pressures

F-350 Camper and Pickup

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-350 S/R Camper and Pickup 140"	8300	8.75-16.5E	TL	40	75	275.8	517.1
		8.75R-16.5E •	TL	45	80	310.2	551.6
		9.50-16.5D •	TL	35	60	241.3	413.7
		9.50-16.5E •	TL	35	60	241.3	413.7
		(F)9.50-16.5D •	TL	35	—	241.3	—
		(R)9.50-16.5E •	TL	—	60	—	413.7
		9.50-16.5E(Spare)•	TL	35	60	241.3	413.7
		7.50-16E •	T/TL	40	75	275.8	517.1
		(F)9.50-16.5D •	TL	35	—	241.3	—
		(R)12.00-16.5E •	TL	—	45	—	310.2
		9.50-16.5D(Spare)•	TL	35	60	241.3	413.7
		(F)9.50-16.5E •	TL	35	—	241.3	—
		(R)12.00-16.5E •	TL	—	45	—	310.2
		9.50-16.5E(Spare)•	TL	35	60	241.3	413.7
	8900	(F)9.50-16.5D	TL	35	—	241.3	—
		(R)9.50-16.5E	TL	—	70	—	482.6
		9.50-16.5E(Spare)•	TL	35	70	241.3	482.6
		9.50-16.5E •	TL	35	70	241.3	482.6
		(F)9.50-16.5D	TL	35	—	241.3	—
		(R)12.00-16.5E •	TL	—	50	—	344.7
		9.50-16.5D(Spare)•	TL	35	60①	241.3	413.7①
		(F)9.50-16.5E •	TL	35	—	241.3	—
		(R)12.00-16.5E •	TL	—	50	—	413.7
		9.50-16.5E(Spare)•	TL	35	70	241.3	482.6
	9900	(F)9.50-16.5E	TL	35	—	241.3	—
		(R)12.00-16.5E	TL	—	60	—	413.7
		9.50-16.5E(Spare)•	TL	35	70①	241.3	482.6①

NOTE — Do not mix radial tires with bias tires.
* Gross Vehicle Weight Rating
• Optional tire
T — Tube type truck tire TL — Tubeless truck tire
C — Load range — 6 ply rating
D — Load range — 8 ply rating
E — Load range — 10 ply rating
S/R — Single rear wheels
① Maintain this inflation pressure for the spare tire if required for short duration operation. DO NOT exceed 40 mph or travel more than 100 miles maximum.

Tire Sizes and Inflation Pressures

F-350 4x2 Super Cab

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-350 4x2 S/R Super Cab 155"	9200	9.50-16.5E	TL	35	75	241.3	517.1

* Gross Vehicle Weight Rating
TL — Tubeless truck tire
E — Load range — 10 ply rating
S/R — Single rear wheels

Tire Sizes and Inflation Pressures

F-350 Crew Cab (Single Rear Wheels)

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-350 Single Rear Wheels 166.5''	6750	8.00-16.5D	TL	55	60	379.2	413.7
		8.00-16.5E •	TL	55	60	379.2	413.7
		8.75-16.5E •	TL	45	50	310.2	344.7
		8.75R-16.5E •	TL	50	55	344.7	379.2
		7.50-16C • Ⓐ	T	40	45	275.8	310.2
		7.50-16D • Ⓐ	T	40	45	275.8	310.2
		7.50-16E • Ⓐ	T	40	45	275.8	310.2
		9.50-16.5D •	TL	35	35	241.3	241.3
		9.50-16.5E •	TL	35	35	241.3	241.3
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16D • Ⓐ	T	—	45	—	310.2
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16E • Ⓐ	T	—	45	—	310.2
	8200	8.75-16.5E	TL	45	75	310.2	517.1
		8.75R-16.5E •	TL	50	80	344.7	551.6
		9.50-16.5D •	TL	35	60	241.3	413.7
		9.50-16.5E •	TL	35	60	241.3	413.7
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16E • Ⓐ	T	—	75	—	517.1
		7.50-16E • Ⓐ	T	40	75	275.8	517.1
		(F)9.50-16.5D •	TL	35	—	241.3	—
		(R)9.50-16.5E •	TL	—	60	—	413.7
	9100	9.50-16.5E •	TL	35	75	241.3	517.1

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating

● Optional Tire

T — Tube type truck tire TL — Tubeless truck tire

C — Load range — 6 ply rating

D — Load range — 8 ply rating

E — Load range — 10 ply rating

Ⓐ Tube type tires require inner-tube flap liner.

On four-wheel drive vehicles, all tires must be equal size and should be the same tread type.

Tire Sizes and Inflation Pressures

F-350 Crew Cab (Dual Rear Wheels)

Type W/B	G.V.W.R.*	Minimum Tire Sizes Recommended For Indicated G.V.W.R. (Front and Rear)	Type	Recommended Inflation Pressures (PSI) Front	(PSI) Rear	Kilopascals Front	Kilopascals Rear
F-350 Dual Rear Wheels 166.5''	8500	8.00-16.5D	TL	55	45	379.2	310.2
		8.00-16.5E •	TL	55	45	379.2	310.2
		8.75-16.5E •	TL	45	40	310.2	275.8
		(F)8.00-16.5D •	TL	55	—	379.2	—
		(R)8.00-16.5E •	TL	—	45	—	310.2
		7.50-16C • Ⓐ	T	40	35	275.8	241.3
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16D • Ⓐ	T	—	35	—	241.3
		7.50-16D • Ⓐ	T	40	35	275.8	241.3
		7.50-16E • Ⓐ	T	40	35	275.8	241.3
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16E • Ⓐ	T	—	35	—	241.3
	9500	8.00-16.5D •	TL	55	60	379.2	413.7
		8.00-16.5E •	TL	55	60	379.2	413.7
		8.75-16.5E •	TL	45	45	310.2	310.2
		(F)8.00-16.5D •	TL	55	—	379.2	—
		(R)8.00-16.5E •	TL	—	60	—	413.7
		7.50-16C • Ⓐ	T	40	45	275.8	310.2
		7.50-16D • Ⓐ	T	40	45	275.8	310.2
		7.50-16E • Ⓐ	T	40	45	275.8	310.2
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16D • Ⓐ	T	—	45	—	310.2
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16E • Ⓐ	T	—	45	—	310.2
	10000	(F)8.00-16.5D	TL	55	—	379.2	—
		(R)8.00-16.5E	TL	—	65	—	448.1
		8.00-16.5E •	TL	55	65	379.2	448.1
		8.75-16.5E •	TL	45	50	310.2	344.7
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16D • Ⓐ	T	—	50	—	344.7
		7.50-16E • Ⓐ	T	40	50	275.8	344.7
		7.50-16D • Ⓐ	T	40	50	275.8	344.7
		(F)7.50-16C • Ⓐ	T	40	—	275.8	—
		(R)7.50-16E • Ⓐ	T	—	50	—	344.7

NOTE — Do not mix radial tires with bias tires.

* Gross Vehicle Weight Rating

• Optional tire

T—Tube type truck tire TL—Tubeless truck tire

C—Load range—6 ply rating

D—Load range—8 ply rating

E—Load range—10 ply rating

Ⓐ Tube type tires require inner-tube flap liner.

On four-wheel drive vehicles, all tires must be of equal size and should be the same tread type.

DEALER ASSISTANCE

Your dealer is vitally interested in your complete satisfaction with the vehicle you purchased from him. He is ready to help you with all of your maintenance and service needs — and he has the support and assistance of the Ford Motor Company with District and Regional Offices in 40 locations in the United States and Canada.

If for any reason you are not satisfied with the service received, the following actions are suggested:

1. First, discuss the matter with your dealership Service Manager — make sure he is aware of any problem you may have and that he has had the opportunity to assist you.

2. If you are still not satisfied, seek out the Owner or General Manager of the dealership, explain the problem, and request assistance.

DISTRICT OFFICE ASSISTANCE

For further assistance beyond that provided by your dealer, or if you are driving in an unfamiliar area and are in need of service, you may contact the nearest Ford District (U.S.) or Regional (Canada) office. The addresses and telephone numbers of these offices are listed below and on the following pages.

Ford Parts and Service Division

ATLANTA DISTRICT OFFICE
Northern Georgia,
Eastern Alabama
P.O. Box 105003
Atlanta, Georgia 30348
(404) 763-6440

CHARLOTTE DISTRICT OFFICE
Western North Carolina,
South Carolina
P.O. Box 17307
Charlotte, North Carolina 28211
(704) 364-0335

CLEVELAND DISTRICT OFFICE
Eastern Ohio,
Northwestern Pennsylvania
P.O. Box 41035
Brecksville, Ohio 44141
(216) 526-6900

BOSTON DISTRICT OFFICE
Maine, New Hampshire, Vermont,
Massachusetts, Rhode Island,
Northeastern Connecticut
P.O. Box 587
Waltham, Massachusetts 02154
(617) 895-1000

CHICAGO DISTRICT OFFICE
Northeastern Illinois,
Northwestern Indiana
2225 W. North Avenue
Melrose Park, Illinois 60160
(312) 681-6500

DALLAS DISTRICT OFFICE
Northern Texas, Oklahoma
P.O. Box 37
Carrollton, Texas 75006
(214) 242-6611

BUFFALO DISTRICT OFFICE
Upper and Western New York,
Northern Pennsylvania
P.O. Box 244
Buffalo, New York 14225
(716) 631-4430

CINCINNATI DISTRICT OFFICE
Southern Ohio, Southern W.
Virginia, Eastern Kentucky,
Southeastern Indiana
P.O. Box 15280
Cincinnati, Ohio 45215
(513) 782-7264

DAVENPORT DISTRICT OFFICE
Northwestern Illinois,
Eastern Iowa
Northwest Towers, Suite 305
100 E. Kimberly Road
Davenport, Iowa 52806
(319) 386-3914

DISTRICT OFFICE ASSISTANCE

DENVER DISTRICT OFFICE
Colorado, Eastern Wyoming,
Western Nebraska,
Southwestern South Dakota
P.O. Box 5588, Terminal Annex
Denver, Colorado 80217
(303) 292-6220

DETROIT DISTRICT OFFICE
Southeastern Michigan,
Northwestern Ohio
P.O. Box 775
Wixom, Michigan 48096
(313) 538-8000

HOUSTON DISTRICT OFFICE
Southern Texas
P.O. Box 827
Houston, Texas 77001
(713) 688-4251

INDIANAPOLIS DISTRICT OFFICE
Central and Western Indiana,
Southeastern Illinois
P.O. Box 19448
Indianapolis, Indiana 46219
(317) 353-8251

JACKSONVILLE DISTRICT OFFICE
Florida, Southern Georgia
P.O. Box Y
Jacksonville, Florida 32203
(904) 781-5420

KANSAS CITY DISTRICT OFFICE
Western Missouri, Kansas
P.O. Box 11000, Antioch Station
Kansas City, Missouri 64119
(816) 452-1150

LANSING DISTRICT OFFICE
Western and Northern Michigan
(exc. Upper Peninsula)
6810 S. Cedar St.
Suite 11
Lansing, Michigan 48910
(517) 694-3301

LOS ANGELES DISTRICT OFFICE
Southern California,
Southeastern Nevada
P.O. Box 1118
Pico-Rivera, California 90660
(213) 723-8633

LOUISVILLE DISTRICT OFFICE
Western Kentucky, Central
Tennessee, South Central Indiana
P.O. Box 32080
Louisville, Kentucky 40232
(502) 459-1620

MEMPHIS DISTRICT OFFICE
Arkansas, Western Tennessee,
Northern Mississippi,
Northwestern Alabama
P.O. Box 8347, Hollywood Station
Memphis, Tennessee 38108
(901) 454-7270

MILWAUKEE DISTRICT OFFICE
Wisconsin (exc. Northwestern
Corner Upper Peninsula Michigan)
615 E. Michigan Street,
Suite No. 400
Milwaukee, Wisconsin 53202
(414) 273-5383

NEWARK DISTRICT OFFICE
Northern New Jersey,
Eastern New York
Northeastern Pennsylvania
U.S. Highway 46
Teterboro, New Jersey 07608
(201) 288-9400

NEW ORLEANS DISTRICT OFFICE
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Southwestern Alabama
P.O. Box 8630
Metairie, Louisiana 70011
(504) 888-8960

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and Western Connecticut,
Long Island
252 Westchester Avenue
White Plains, New York 10604
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OMAHA DISTRICT OFFICE
Western Iowa,
Central and Eastern Nebraska,
Southeastern South Dakota
P.O. Box 37433
Millard Station
Omaha, Nebraska 68137
(402) 334-4750

PHILADELPHIA DISTRICT OFFICE
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P.O. Box 816
Pennsauken, New Jersey 08110
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Southeastern Ohio
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Pittsburgh, Pennsylvania 15243
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PHOENIX DISTRICT OFFICE
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Western Texas
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Phoenix, Arizona 85001
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RICHMOND DISTRICT OFFICE
Southern Virginia,
Eastern North Carolina
P.O. Box 26984
Richmond, Virginia 23261
(804) 353-7871

SALT LAKE CITY DISTRICT OFFICE
Utah, Southern Idaho,
Northeastern Nevada,
Southeastern Oregon,
Montana
P.O. Box 2428
Salt Lake City, Utah 84110
(801) 487-1301

SAN JOSE DISTRICT OFFICE
Northern California, Southern
Oregon, Western Nevada, Hawaii
P.O. Box 1740
San Jose, California 95108
(408) 262-9110

SEATTLE DISTRICT OFFICE
Alaska, Washington, Northern
Oregon
Ford Motor Co.
Ford Parts and Service Division
10604 N.E. 38th Place, Suite 123
Kirkland, Washington 98033
(206) 244-5800

DISTRICT OFFICE ASSISTANCE

ST. LOUIS DISTRICT OFFICE
Southern Illinois, Eastern Missouri
P.O. Box 24575
St. Louis, Missouri 63141
(314) 569-4455

TWIN CITIES DISTRICT OFFICE
Northwestern Wisconsin,
Minnesota, North Dakota
Northern South Dakota
P.O. Box 9303
Minneapolis, Minnesota 55440
(612) 887-4290

WASHINGTON DISTRICT OFFICE
Mainland Maryland, Northern Virginia, Eastern W. Virginia, Peninsular Maryland
8051 Gatehouse Road
Falls Church, Virginia 22042
(703) 573-9005

Questions in the U.S. that cannot be answered by one of the above offices may be directed to:

Ford Parts and Service Division
P.O. Box 1805
Dearborn, Michigan 48126

Ford of Canada Regional Offices

Ford Motor Company of Canada, Limited

ATLANTIC REGIONAL OFFICE
New Brunswick, Nova Scotia, Prince Edward Island, Newfoundland
P.O. Box 2166
Halifax, Nova Scotia B3J 3C4
(902) 422-7466

EASTERN REGIONAL OFFICE
Quebec, Labrador, Southern Ontario — East of Gananoque
7800 South Service Road
Trans Canada Highway
Pointe Claire, Quebec H9R 1C6
(514) 697-8220

MIDWESTERN REGIONAL OFFICE
Saskatchewan, Manitoba
Northern Ontario — West of Geraldton
1725 Ellice Avenue
Winnipeg, Manitoba R3H 0B2
(204) 775-8101

CENTRAL REGIONAL OFFICE
Southern Ontario, Northern Ontario — East of Geraldton
Northwest Quebec
8000 Dixie Road
Bramalea, Ontario L6T 2J7
(416) 459-2210

GREAT LAKES REGIONAL OFFICE
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3350 South Service Road
Burlington, Ontario, L7N 3L8
(416) 632-2570

PACIFIC REGIONAL OFFICE
British Columbia, Yukon
P.O. Box 7100
Vancouver, B.C. V6B 4E3
(604) 936-2111

WESTERN REGIONAL OFFICE
North West Territories, Alberta,
P.O. Box 2357
Edmonton, Alberta T5M 2P5
(403) 454-9621

In the event that you have a question that cannot be answered by the Regional Offices, you may contact:

Vice President and General Manager — Sales
Ford Motor Company of Canada, Limited
The Canadian Road
Oakville, Ontario L6J 5E4

Outside U.S. and Canada

All locations outside the United States and Canada should use the following address should it become necessary to correspond with Ford Motor Company.

Ford Export Corporation
P.O. Box 600
Wixom, Michigan 48096, U.S.A.

ACCESSORY EQUIPMENT AVAILABLE

The following accessories are available through your local authorized dealer.

NOTE — When adding accessories, equipment, passengers, and luggage to your vehicle, the total weight capacity of the vehicle or of the front or rear axle (GVWR, GAWR as shown on the vehicle safety certification label) MUST NOT BE EXCEEDED. Consult your dealer for specific weight information and assistance in installing Ford accessories.

Protection, Comfort and Convenience Equipment

- ☐ Air Conditioning
- ☐ Air Lift Kit
- ☐ Box Rails
- ☐ Cigar Lighter
- ☐ Door Edge Guards
- ☐ Dual Air Horns
- ☐ Emergency Reflector Kit
- ☐ Engine Heater
- ☐ Fire Extinguisher
- ☐ Floor Mats
- ☐ Free Running Automatic Locking Hubs
- ☐ Slide Out Spare Tire Carrier
- ☐ Glide-out Step
- ☐ Locking Fuel Cap
- ☐ Mirrors — Remote Adjustable, Low Mount Camper 6¾x9½, Jr. Western Camper 6½x9½ (Paint & Bright), Low Mount Swing Lock 5¼x8¼, Low Mount Swing Lock 6½x9½ Panoramic
- ☐ Radios — AM, AM/FM, MPX, AM Digital Clock
- ☐ Rear Step Bumpers
- ☐ Sliding Rear Window
- ☐ Tonneau Covers — (White and Black)
- ☐ Transmission Oil Cooler — Auxiliary
- ☐ Wheel Splash Guards (Front Only)
- ☐ Speed Control
- ☐ Pickup Box Cover— Camper Shell
- ☐ Super Seal ™ Anti-Corrosion Treatment
- ☐ Rallye Bar
- ☐ Hood Lock — Key Operated
- ☐ License Plate Frames

Maintenance Record

Vehicle Identification Number _____

Warranty Start Date _____ Engine Displacement _____

Owner Name _____

Important: This document should remain with the vehicle at all times.

Maintenance Intervals/ Service Performed	Date Service Performed	Mileage	Service Shop Name and Address

Maintenance Record

Maintenance Intervals/ Service Performed	Date Service Performed	Mileage	Service Shop Name and Address

Maintenance Record

Maintenance Intervals/ Service Performed	Date Service Performed	Mileage	Service Shop Name and Address

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