

FORD F-SERIES

grille and hood
*about

Ford's Exterior
Decor Option provides a great
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hood side treatment in black or
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Ford! America's best-selling medium and heavy trucks*

Ford F-Series trucks are a tough breed of full-cab conventionals with 107.6-in. bumper-to-back-of-cab (BBC). The wide cab provides plenty of room for three to ride in comfort. The engine is mounted entirely ahead of the cab for easy access. And for '79, Ford offers three new gas engines—V-8's designed specifically for medium/heavy trucks.

F-Series come in a wide range of capacities to match your job. And for off-road jobs, there's an F-600 4x4 to keep you going.

*Best sellers in the over 16,000- to 33,000-lb. GVWR range, based on R. L. Polk & Co. registrations.



Ford's Exterior

Decor Option provides a great truck look with attractive side and hood tape treatment in black or white, black front bumper and bright grille (included on Custom).



New V-8 power. The new Lima V-8's have more horsepower than the engines they replace—yet Ford tests show they're more fuel-efficient.



Diesel power. The Ford-Caterpillar V636 diesel with two power ranges is offered in the F-7000 Series . . . the lowest-sticker-priced Fords with this nationally recognized engine.

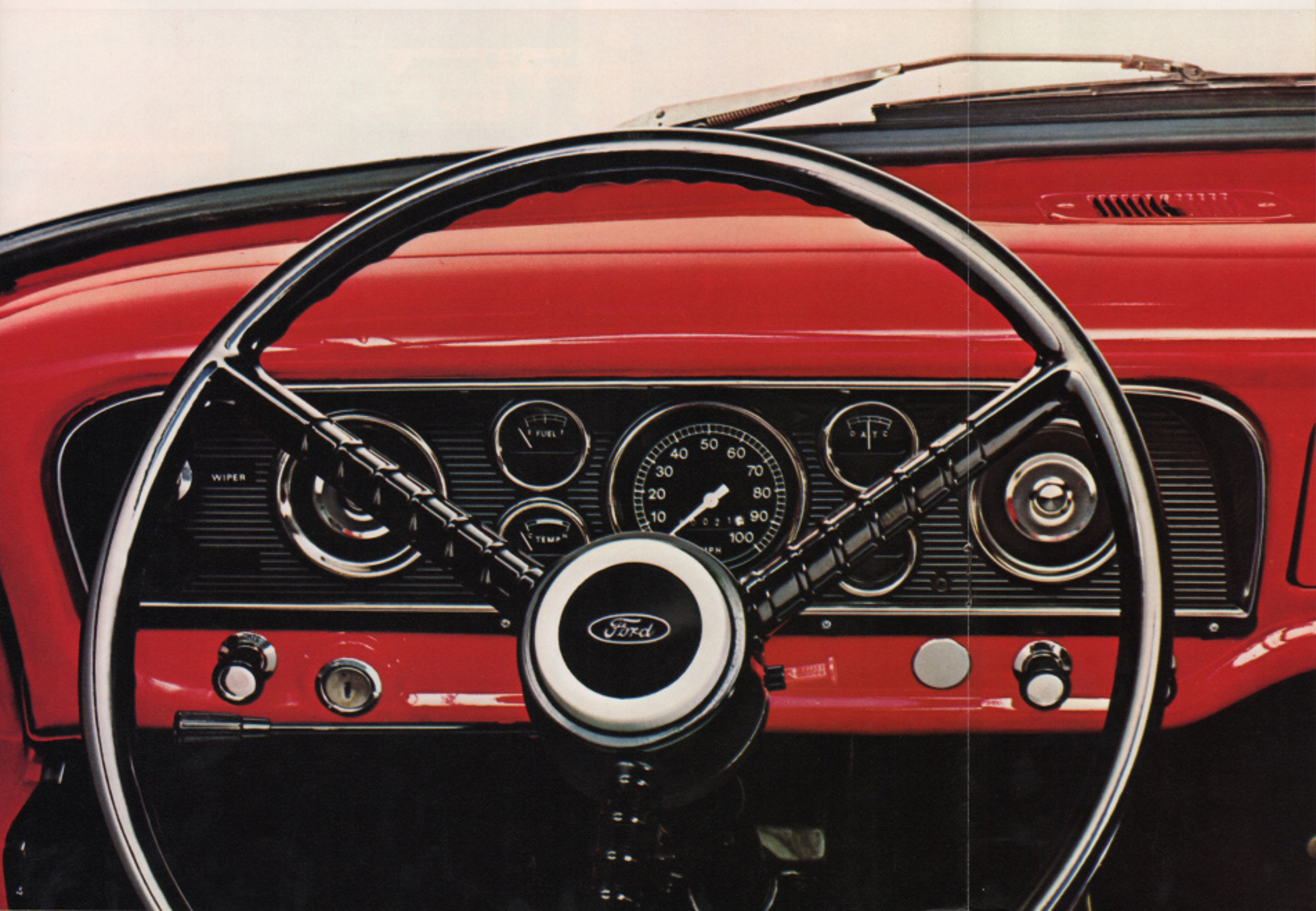


Spacious Crew Cab provides the roomy comfort needed for the long work days. Four doors allow easy entry for a crew of six. Available F-600 and F-700 Series.

Full-cab comfort

The first thing you're sure to notice in the full-cab conventional F-Series is the generous room for uncrowded comfort. There's 5½ ft. of hip and shoulder room. The comfortable full-width seat has seven-inch-thick foam cushion—standard. And the chair-high seat allows drivers a commanding view of the road through the big one-piece windshield and the full-width rear window. Ford F-Series cabs are available with practical standard cab or handsome Custom Cab.

Easy-to-read instrumentation. The typical Ford F-Series cab has an attractive Deluxe instrument cluster with bright trim, and convenient operating controls.



Custom Cab gives you (in addition to or in place of standard features) the comfort of "breathable" knitted vinyl seat upholstery in red, jade, tan, black or blue. In diesels, HD black vinyl may be retained. Other features include: door trim panels with bright moldings and headliner with bright moldings. Exteriors are dressed up with bright grille and windshield molding.



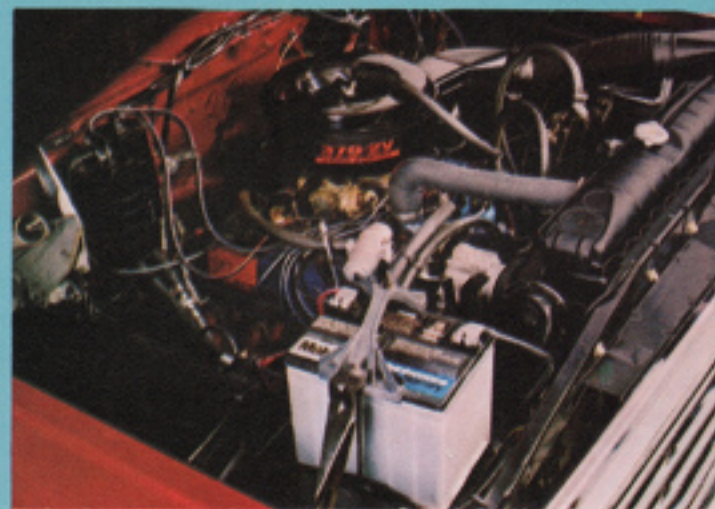
Crew Cab has four big doors and two full-width seats. Heavy-duty black vinyl upholstery (shown) is a popular option for hard-working crews.



Standard Cab features deluxe instrument cluster, glove box with lock, rubber floor mat with aluminum door scuff plates, and painted Western mirrors. Seats are trimmed in practical black vinyl with matching door trim panels. Diesels have heavy-duty black vinyl seat trim.

Your choice of Ford tough trucks

Ford offers a large range of full-cab conventionals to bring Ford's truck toughness to your job requirements. Each model is designed to provide the proper power train, frame, axles and springs for its rated capacity. You'll find it easy to fit a Ford F-Series truck to your needs.



Tight turns. Wide-track front axles with large wheel-cut angles allow sharp-turning maneuverability.

Factory balancing. All wheels and tires are factory-balanced, as are all front hubs and drums. Balancing helps reduce possible running noise and vibration.

Built tough. All Ford F-Series trucks have sturdy reinforced steel cabs. The broad alligator hood has double-panel sections to minimize flutter. Doors have double-panel construction, too.

New Ford Lima V-8's. Designed for today's trucking needs with new standard features that include:

- DuraSpark II solid state ignition • Electronic governor
- Fan clutch • High-capacity dual outlet water pump with premium bearing.

6.1 L (370) 2V and 4V, plus 7.0 L (429) 4V engines available.

These new Lima V-8's provide more horsepower than the engines they replace—yet Ford tests show they're more fuel efficient. They also require less scheduled maintenance.

Service ease. Ford's long conventional hood opens high and wide for easy access. And the engine is entirely ahead of the cowl so service points, spark plugs and accessories are easy to reach.

Rust Protection.

Ford fender liners can't ever rust! Molded one-piece design is impact resistant and helps prevent mud, salt and snow from packing. Cabs have liberal amounts of zinc-coated metal and zinc-rich primers applied to key areas. Special vinyl sealers and aluminized spray-ons are also designed to help fight rust.

F-Series Wheelbases and CA's (cab-to-axle)

| WB (in.) | CA (in.) | 600 | 700 | 800, 7000 |
|----------|----------|-----|-----|-----------|
| 134 | 60 | X | X | X |
| 146 | 72 | X | X | X |
| 158 | 84 | X | X | X |
| 176 | 102* | X | X | X |
| 182 | 108 | X | | |
| 188 | 114 | X | X | X |
| 194 | 120** | X | X | X |
| 212 | 138 | X | X | X |
| 260.5 | 186.5 | X | X | |

*68.5 in. w/Crew Cab.

**86.5 in. w/Crew Cab.

Transmission Availability

| TYPE | SERIES | F-500 | | | | |
|------------------|--------------------|-------|-----|-------|--------|-------|
| | | F-600 | 4x4 | F-700 | F-7000 | F-800 |
| 4-Spd. Direct | New Process 435 | S | — | S | — | — |
| | Warner T-19 | O | S | O | — | — |
| 5-Spd. Direct | Clark 282 V | 0 | — | 0 | — | 0 |
| | Clark 285 V | 0 | 0 | 0 | — | S |
| | Clark 282 VHD | — | — | 0 | — | 0 |
| | Clark 285 VHD | — | — | 0 | — | 0 |
| | New Process 542 FD | 0 | — | 0 | — | — |
| | New Process 542 FL | 0 | — | 0 | — | — |
| | Clark 390V | — | — | 0 | S | 0 |
| | Clark 397V | — | — | 0 | 0 | 0 |
| | Spicer 5052A | — | — | 0 | — | 0 |
| | Spicer 5252A | — | — | 0 | — | 0 |
| Spicer 6052A | — | — | 0 | 0 | 0 | |
| Spicer 6052C | — | — | — | 0 | 0 | |
| 5-Spd. Overdrive | Clark 280 VO | 0 | — | 0 | — | 0 |
| 4-Spd. Auto. | Allison AT-540 | 0 | — | 0 | — | 0 |

Note: Some transmissions are not available with various engine choices. See your Ford Dealer for complete power train information.
S—Standard, 0—Optional

Full selection of options.

Ask your Ford Dealer for details on all the equipment that's available.

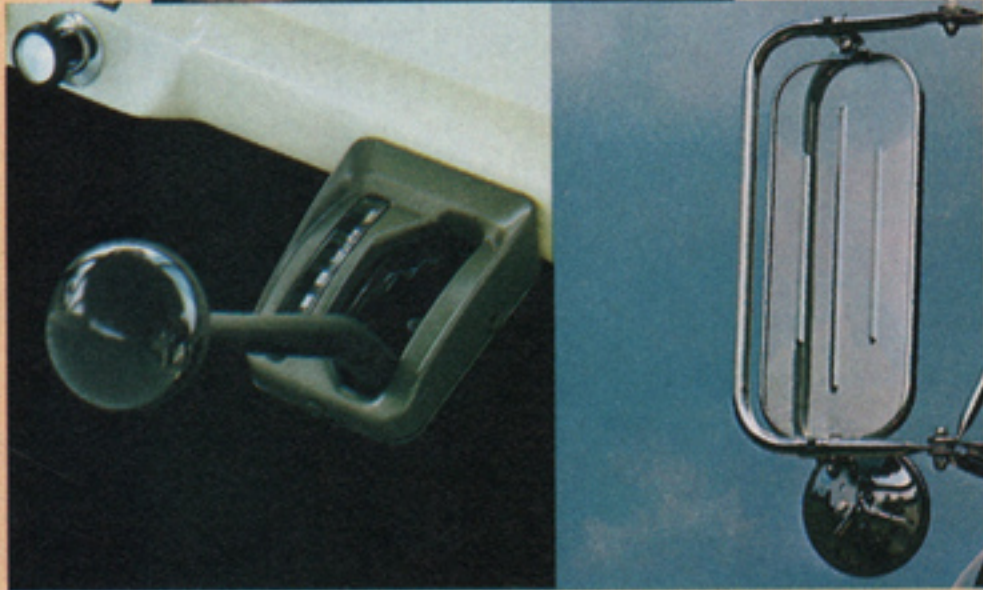
| Series | | GASOLINE-POWERED | | | | DIESEL | |
|--|------|--------------------------------------|--------------------|--------------------------------------|-----------------------------------|-------------------------|--|
| | | F-600 | F-600 4x4 | F-700 | F-800 | F-7000 | |
| GVW Rating in lb. (kg) | Max. | 24,000 (10,886 kg) | 24,000 (10,886 kg) | 27,500 (12,474 kg) | 32,000 (14,515 kg) | 27,500 (12,474 kg) | |
| GCW Rating in lb. (kg) | Max. | 42,000 (19,051 kg) | — | 50,000 (22,680 kg) | 60,000 (27,216 kg) | 50,000 (22,680 kg) | |
| AXLE FRONT—Rating (lb.) | Std. | 5,500 | 7,500 | 7,000 | 7,000 | 7,000 | |
| | Opt. | 7,000 | — | 9,000 | 9,000 | 9,000 | |
| AXLE REAR—Rating (lb.) | Std. | 15,000 | 15,000 | 17,500 | 18,500 | 17,500 | |
| | Opt. | 13,000, 15,000, 17,500 | 17,500 | 17,500, 18,500 | 18,500, 22,000, 23,000 | 17,500, 18,500 | |
| BRAKES, SERVICE | Std. | Vac.-Hyd. | Vac.-Hyd. | Vac.-Hyd. | Vac.-Hyd. | Vac.-Hyd. | |
| | Opt. | HD Vac.-Hyd. | HD Vac.-Hyd., Rear | HD Vac.-Hyd., Air | HD Vac.-Hyd., Air | HD Vac.-Hyd., Air | |
| BRAKES, PARKING | Std. | Internal Shoe | Internal Shoe | Internal Shoe | Internal Shoe | Internal Shoe | |
| | Opt. | — | — | Spring-Set w/Air Brakes | Spring-Set w/Air Brakes | Spring-Set w/Air Brakes | |
| ENGINES | Std. | 4.9L (300) Six | 6.1L (370) 2V V-8 | 6.1L (370) 4V V-8 | 6.1L (370) 4V V-8 | V636 (175 hp)* | |
| | Opt. | 6.1L (370) 2V V-8, 6.1L (370) 4V V-8 | 6.1L (370) 4V V-8 | 6.1L (370) 2V V-8, 7.0L (429) 4V V-8 | 7.0L (429) 4V V-8, 7.8L (475) V-8 | V636 (200 hp)** | |
| CLUTCH (Dia. in.) | Std. | 12 (13 w/V-8) | 13 | 13▲ | 13▲ | 14 One-Plate | |
| | Opt. | — | — | — | — | 14 Two-Plate | |
| TRANSFER CASE | | — | 2-Spd. | — | — | — | |
| TRANSMISSIONS | | See transmission chart | | | | | |
| SPRINGS, FRONT—Max. Cap'y @ ground (lb.) | Std. | 3,000 | 3,750 | 3,700 | 3,700 | 3,700 | |
| | Opt. | 2,100, 3,425, 4,500 | — | 4,500 | 4,500 | 4,500 | |
| SPRINGS, REAR—Max. Cap'y @ ground (lb.) | Std. | 7,500 | 7,500 | 8,750 | 8,750 | 8,750 | |
| | Opt. | 7,500, 8,750, 10,590, 11,670 | 8,750, 10,590 | 10,590, 11,670 | 10,590, 11,670, 11,640† | 10,590, 11,670 | |
| Optional Auxiliaries—Cap'y (lb.) | | 2,250 | 2,250 | 2,250 | 2,250 | 2,250 | |
| POWER STEERING | | Optional | Optional | Optional | Optional | Optional | |
| WHEELS | Std. | 6-Hole Disc | 6-Hole Disc | Cast Spoke | Cast Spoke | Cast Spoke | |
| | Opt. | Cast Spoke | — | 6- or 10-Hole Disc | 10-Hole Disc‡ | 6- or 10-Hole Disc | |
| TIRES—(Tube Type—Nylon) Max.†† | Std. | 7.50 x 20 8PR | 7.50 x 20 8PR | 8.25 x 20 10PR | 9.00 x 20 10PR | 8.25 x 20 10PR | |
| | Opt. | 9.00 x 20 12PR | 9.00 x 20 12PR | 10.00 x 20 12PR | 11.00 x 22 14PR | 10.00 x 20 12PR | |

††Tubeless—including RADIALS—are available. Use adequate tires for loads and type of service. Consult your Ford Dealer. ▲ 13" Two-Plate clutch with Clark 390V, 397V and all Spicer transmissions. *V636 (200 hp) required in Calif. †Low deflection type. ‡Steel, Hi-Tensile Steel or Aluminum. ††Split system available with all vac.-hyd.

**Includes 13" Two-Plate clutch.



Ford F-Series Options



Options include:

- Bostrom Viking T-Bar driver's seat*
- Heavy-duty black vinyl seat trim**
- Polyknit vinyl bench seat trim with color-coordinated door trim panels†
- Hand throttle (F-600)
- Pushbutton AM radio
- Sliding rear window with lock
- Tinted glass windshield or all tinted glass
- Exterior Decor Option
- Tu-Tone paint, white roof with any other body color
- Stainless steel Western mirrors
- Auxiliary convex mirrors
- Dual horns (electric, or air on air-equipped models)
- Batteries†† (12 volt):
475 CCA, or three 475 CCA for diesels
- Ether cold starting aid for diesels
- Extra cooling radiator
- Front tow hooks
- Stemco wet-type wheel seals*
- Tractor package with trailer air and electrical connections*
- And many more—see your Ford Dealer

*Available on F-700, 800 and 7000 Series **Standard on diesels
†Requires Custom Cab ††Both standard and optional batteries are maintenance free

Ford means business in big trucks.

Ford Trucks are engineered to some of the highest standards in the industry. And Ford's commitment to quality extends through the nationwide network of more than 5,600 truck dealers including over 270 who specialize in heavy-duty trucks. They're backed by a modern computer system linked to 21 Parts Distribution Centers. Centers that handle a full line of quality Motorcraft and Ford parts.

Of course, the job is the final truck test. Talk to people who own today's Fords. Then talk to your Ford Dealer.



Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford Division reserves the right to discontinue models or options at any time or change specifications, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

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

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rests solely with the respective manufacturers and their sales organization, and Ford assumes no responsibility for their use.

FORD F-SERIES

FORD DIVISION

