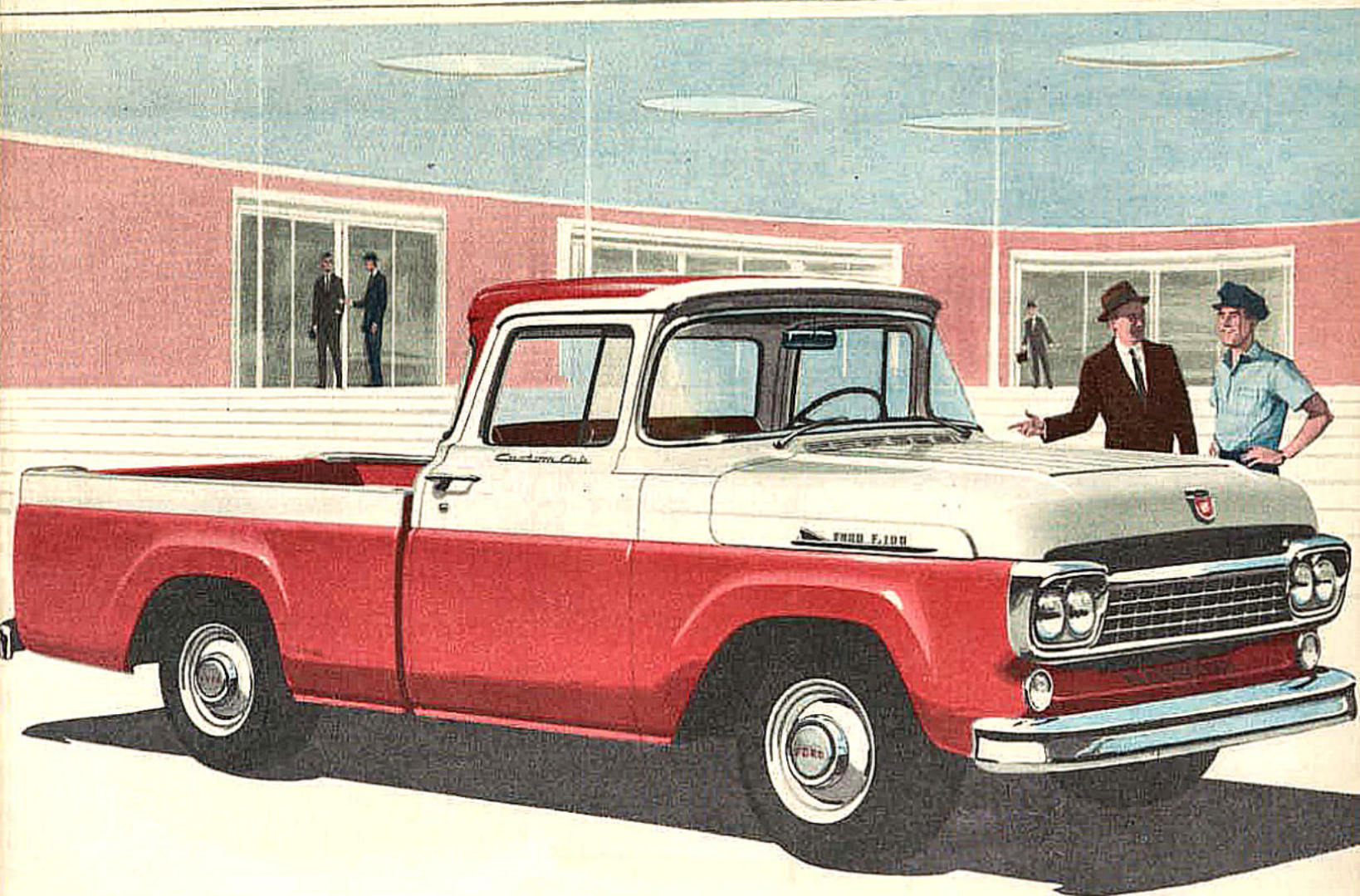


FORD

1958 LIGHT DUTY TRUCKS

F-100 • F-250 • F-350



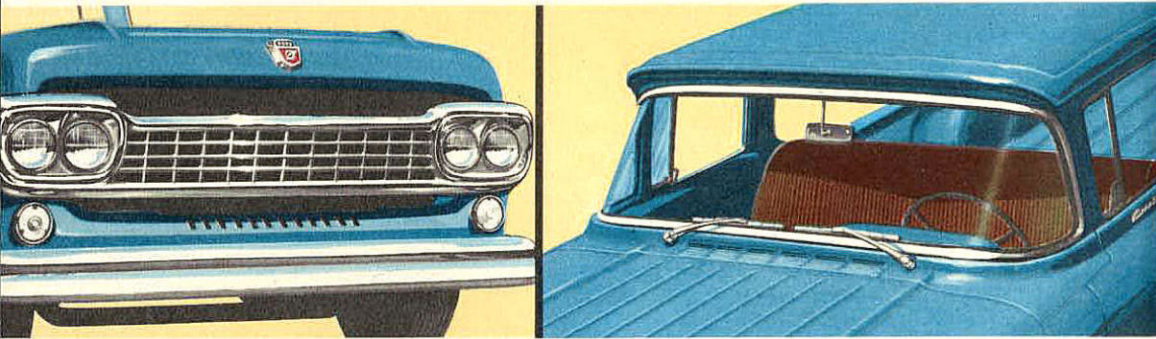
FORD TRUCKS COST LESS

...LESS TO OWN

...LESS TO RUN

...LAST LONGER, TOO!

You're in for smooth going with a modern '58 FORD TRUCK



No other Light Duty truck manufacturer offers so many *more-for-your-money* features, as does Ford for 1958. In a Ford the word "modern" means savings . . . savings that start the day you buy. Every modern Ford feature is designed to save you money.

Take Ford's Styleside body—standard at no extra cost. Its modern design makes it look like a million. The cab-wide body lets you haul more because it has the biggest loadspace . . . up to 45% bigger.

And for the most dependable engine operation Ford gives you the ultra modern Six with the economy of Short-Stroke power! Available in the V-8

or Six, it means less internal friction . . . you get peak performance on regular gasoline.

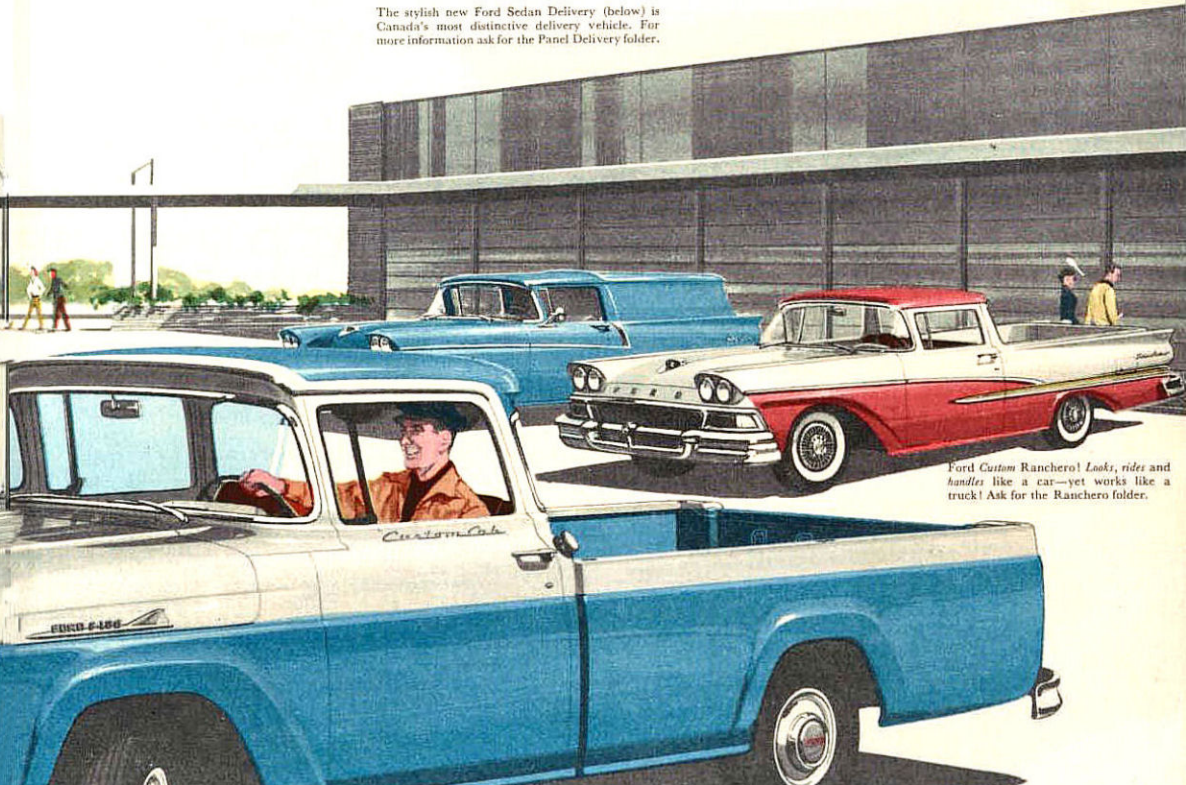
These are only a few of the modern advances developed by Ford engineers. There's completely new cab interior trim and new exterior colors in a variety of combinations. The newly designed grille—with modern, dual headlights (left)—is another example of Ford's leadership in styling and safety.

These and many more Ford features mean lower costs to you. First costs are lower—operating costs are lower—and maintenance costs are lower! That's why, for 1958 Ford trucks cost less . . . less to own . . . less to run . . . last longer, too.



For 1958 Ford offers the rugged Custom Panel (below) with 158 cubic feet of capacity. For more details ask for the Panel Delivery folder.

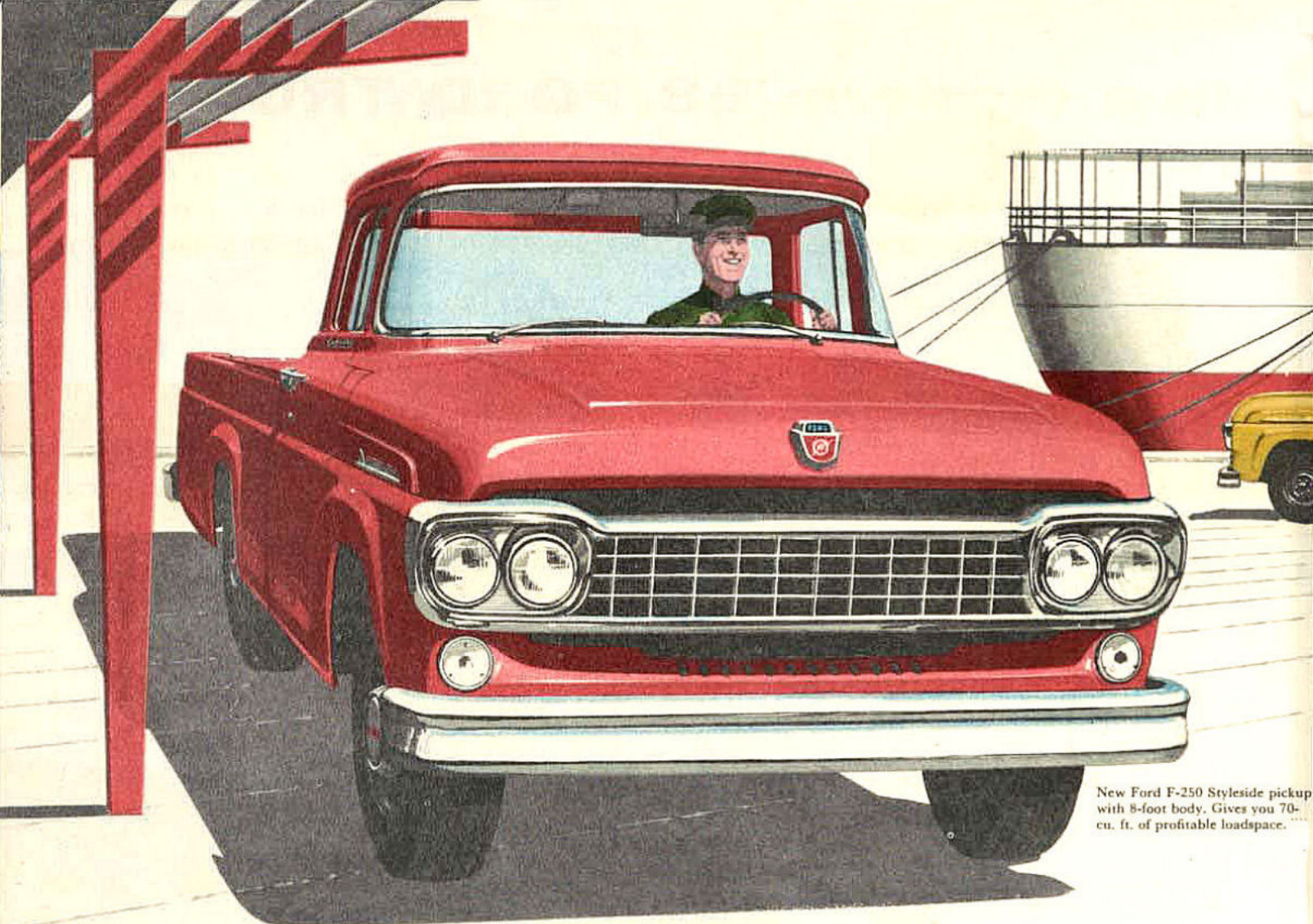
New Ford F-350 takes any stake body! Choice of Six or V-8 engines.



The stylish new Ford Sedan Delivery (below) is Canada's most distinctive delivery vehicle. For more information ask for the Panel Delivery folder.

Ford Custom Ranchero! Look, ride and handle like a car—yet works like a truck! Ask for the Ranchero folder.

New Ford Pickup for 1958 with Styleside body—standard at no extra cost. Gives you more loadspace than is offered by any other manufacturer.



New Ford F-250 Styleside pickup with 8-foot body. Gives you 70-cu. ft. of profitable loadspace.

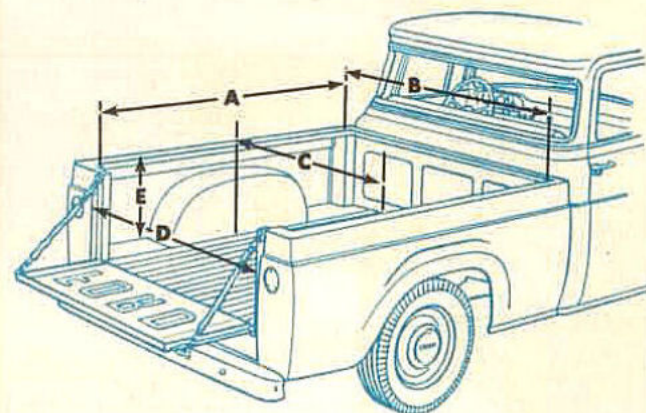
FORD Styleside body gives you up

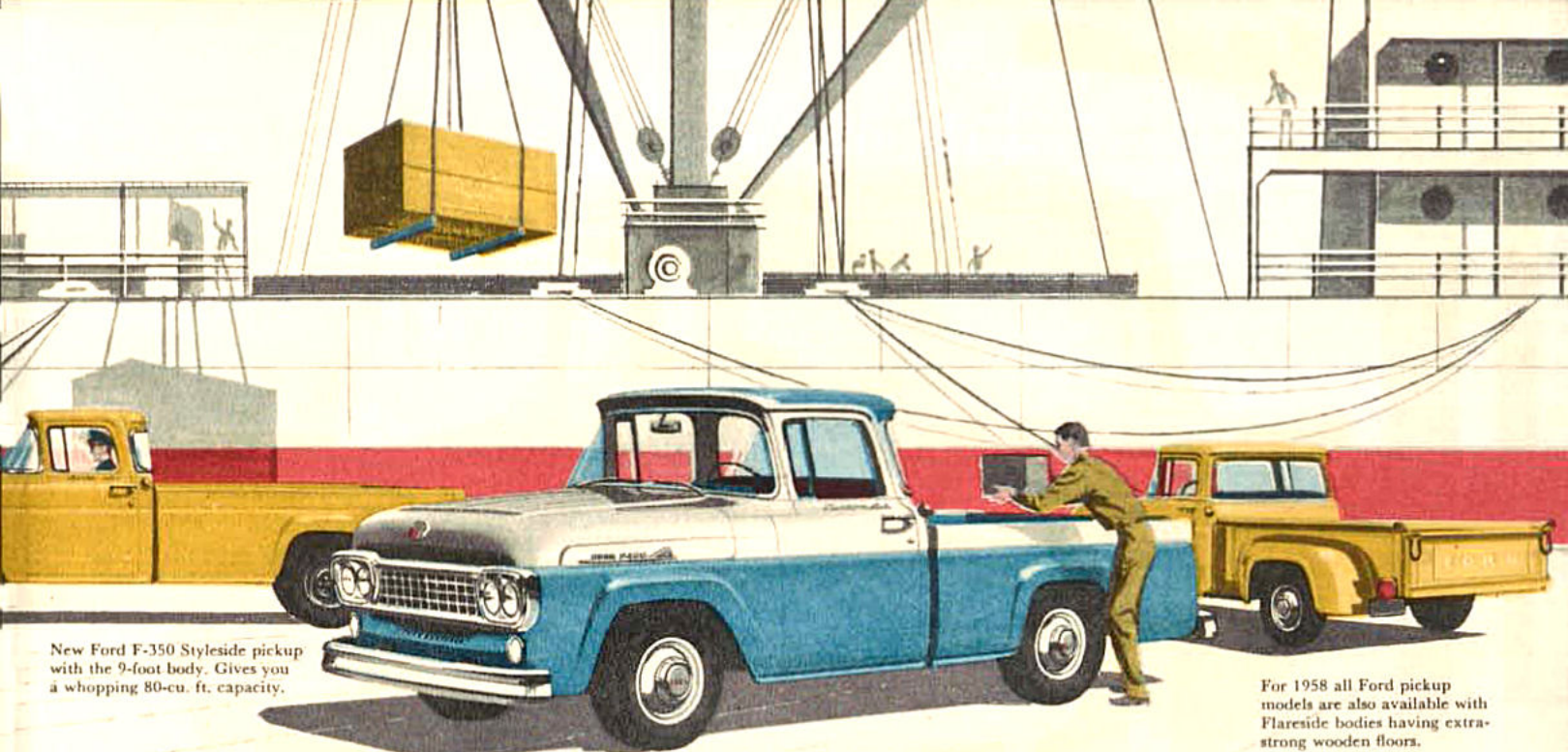
The cab-wide body of the new 1958 Styleside pickup gives you up to 10.5 cu. ft. *more* loadspace than is offered by any other manufacturer. Flush rear fenders make loading easier—let you stand up *close*, reduce muscle strain. When open, the sturdy tailgate is level with the floor . . . makes it easier to slide cargo in or out.

For 1958 the Ford Styleside pickup is unequalled for strength. The all-welded, all-steel body construction provides you with extra

PICKUP BODY DIMENSIONS

Model Application	STYLESIDE				FLARESIDE			
	F-100	F-100	F-250	F-350	F-100	F-100	F-250	F-350
Nominal Length (ft.)	6½	8	8	9	6½	8	8	9
Payload Allowance (lb.)	1675	1500	3455	3360	1665	1490	3455	3470
(A) Length—max. inside of floor (in.)	76.44	94.44	94.44	106.44	78.0	96.0	96.0	108.0
(B) Width—max. inside (in.)	73.04	73.04	73.04	73.04	49.0	54.0	54.0	54.0
(C) Width—between wheel-housings (in.)	49.00	49.00	49.00	49.00	None	48.4	48.4	48.4
(D) Width—tailgate opening (in.)	50.2	50.2	50.2	50.2	49.0	54.0	54.0	54.0
(E) Height—floor to top of sides (in.)	19.06	19.06	19.06	19.06	17.6	19.4	19.4	19.4
Cubic-foot capacity—allowing for wheel-housings	56.05	70.55	70.55	80.21	45.0	65.4	65.4	74.0





New Ford F-350 Styleside pickup with the 9-foot body. Gives you a whopping 80-cu. ft. capacity.

New Ford F-100 Styleside pickup with the 6½-foot body. Gives you a full 56-cu. ft. capacity.

For 1958 all Ford pickup models are also available with Flareside bodies having extra-strong wooden floors.

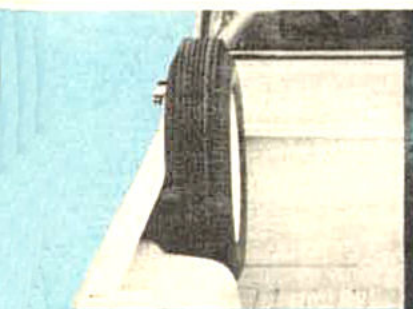
STANDARD COLORS

Torch Red, Royal Blue, Azure Blue, Driftwood Gray, Raven Black, Colonial White, Meadow Green, Seaspray Green, Jonquil Yellow or Prime. Any of the standard colors listed above can be combined with Colonial White for a smart Two Tone effect on all models.

to 45% more loadspace

rigidity. Channel-type top rims give additional strength. The solid floor is supported by rigid cross sills that run full width under the body.

You have your choice of three body lengths in the 1958 Styleside pickup. For the F-100 there's the 6½- or 8-foot body—maximum GVW: 5,000 pounds. For the F-250, it's the 8-foot body—maximum GVW: 7,400 pounds. On the F-350 you can have the extra-roomy 9-foot body—maximum GVW: 7,600 pounds.



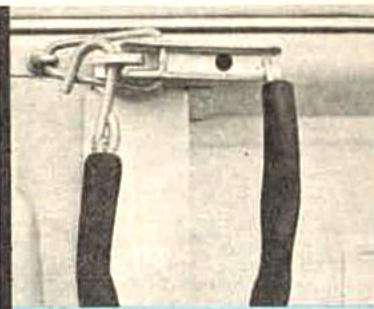
For speedier access to the spare tire you may have the optional spare tire carrier mounted inside at the left front of the body away from road dirt.



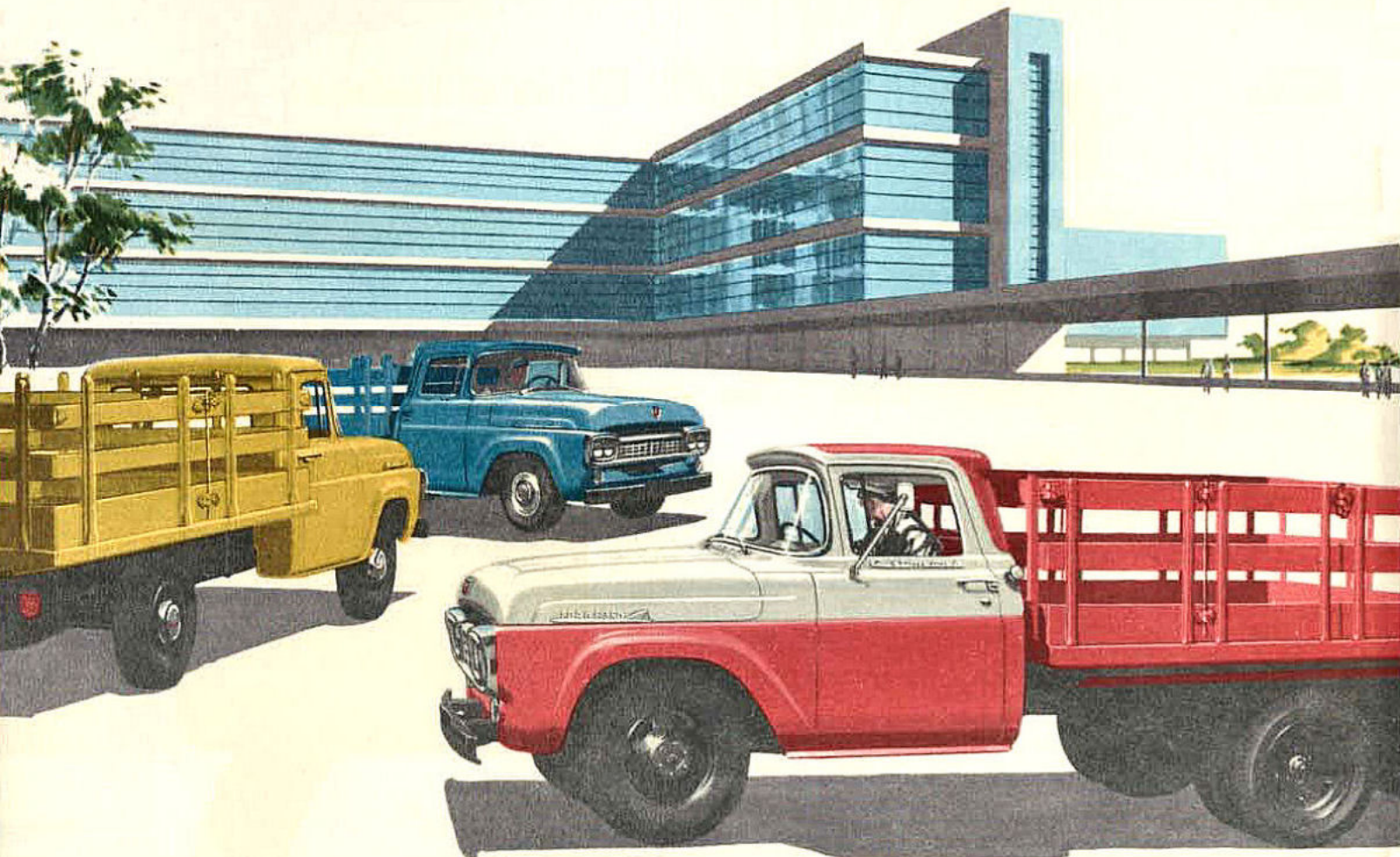
The rigid construction of the box-like corner posts—with the steel tailgate and toggle-type latches—gives you unequalled body strength and rigidity.



For '58 the welded, all-metal body is built for rugged wear! Deep stake pockets are provided for easy mounting of special sides and tops.



Ford's famous toggle-type latches with special rubber tailgate cushions hold the tailgate firmly in place and reduce annoying rattles.



The dependable, economical 1958 Ford F-100 with a 6½-foot stake body. Maximum GVW: 5,000 pounds on a 110-inch wheelbase.

The new Ford F-250 for '58 (left) with a 7½-foot stake body. Maximum GVW: 7,400 pounds on a 118-inch wheelbase.

The Ford F-350 for 1958 will take an extra-roomy 9-foot stake body (right). Maximum GVW: 9,800 pounds on a 130-inch wheelbase.

Need a Stake?

Here's your low-cost answer! Roomy and rugged for hauling the Big payloads!

Choose the chassis you need from this wide range of models—each brings you special advantages.

Ford's super-strong chassis, teamed with any one of three powerful engines and innumerable options in tires, axles and transmissions offer you a great opportunity to purchase the exact truck you require.

A stake body can be specially built on any of the F-100, F-250 or F-350 models. Every

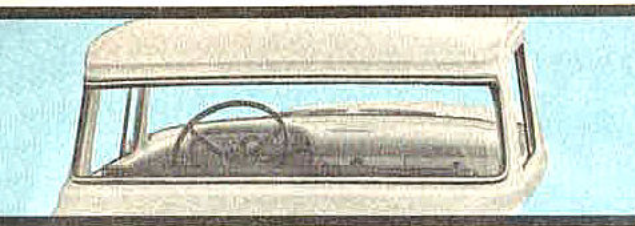
major body builder in the country builds stake bodies for Ford Light Duty chassis. Your Ford-Edsel Dealer will be happy to advise you in selecting the one most suited to your individual needs.

No matter how exacting your requirements you can count on a Ford Truck to be equipped the way you want it. And no matter how tough the assignment your Ford Truck can take it . . . all day . . . every day!

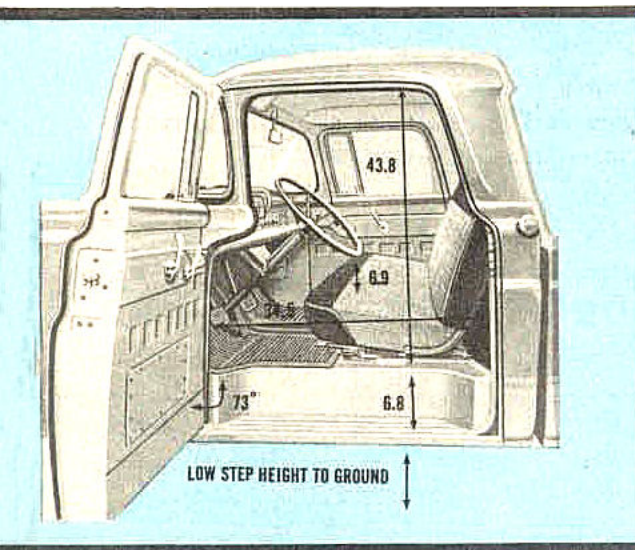
Comfortable **FORD** Driverized Cabs

The new Ford Driverized Cab makes driving a pleasure! Sturdy non-sag formed wire springs in the seat let you ride smoothly, comfortably. Ford's handsome, "free-breathing" brown and tan woven plastic seat upholstery is cooler in summer, longer wearing and easy to clean. Hi-Dri ventilation helps keep out smelly traffic fumes. And there's 59 inches of shoulder room, too! You can ride three in the cab—comfortably.

The 1958 Ford *Custom Cab* (right) is famous for its comfort features. For example, there's sound-deadener on the floor and rear cab panel plus insulation of front cowl wall for added quietness. The headlining—a perforated thermacoustic sheet—is backed by one-half inch of glass wool.

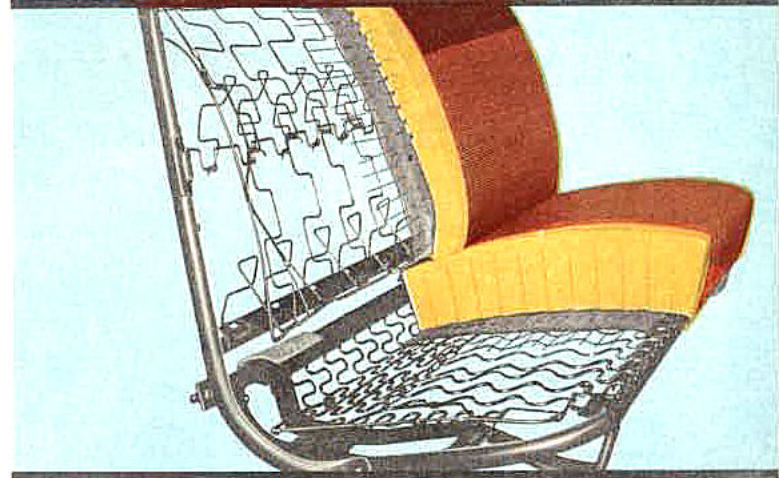
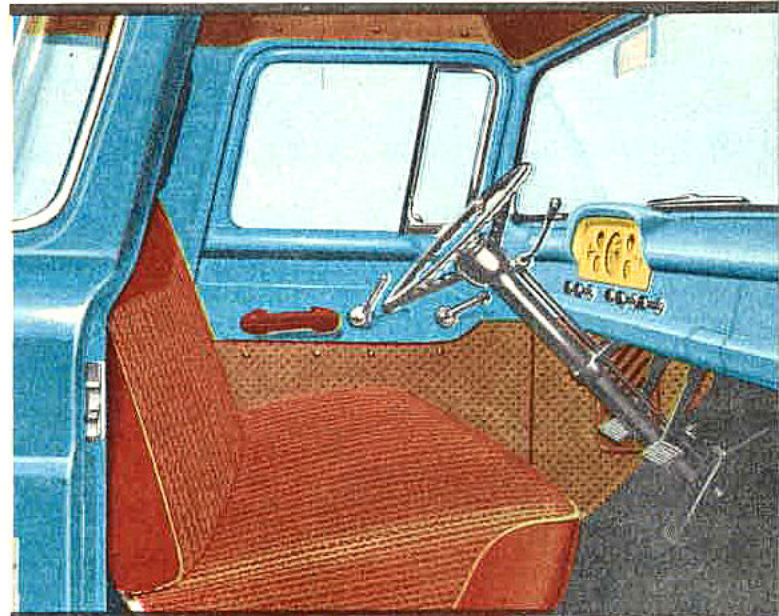


The wide, full-wrap rear window, optional on the 1958 Ford Light Duty trucks, affords you complete rear visibility. Makes driving easier, safer. Permits you to maneuver and park with a minimum of effort.



STANDARD CAB FEATURES

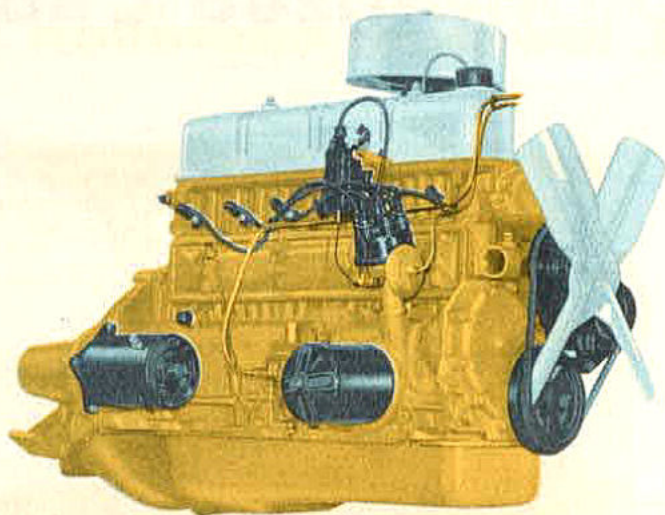
- Lifeguard steering wheel
- Safety double-grip door locks
- Sound deadener on doors
- Left sun visor
- Hi-Dri all-weather ventilation
- Ash receptacle
- Dispatch box



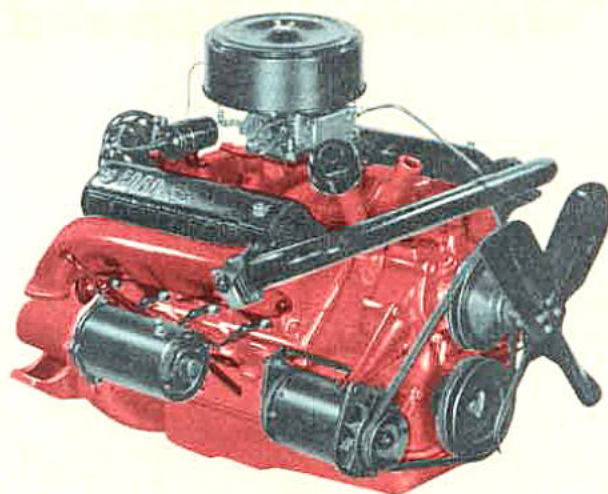
For unmatched comfort Ford gives you *five full inches* of foam-rubber cushioning in the *Custom Cab* seat with two inches in the seat back! Soaks up jolts and bumps—reduces driver fatigue.

CUSTOM CAB FEATURES

- Two-tone brown and white woven nylon-saran seat upholstery
- Foam-rubber padding in seat cushion and back
- Thermacoustic headlining backed by one-half inch of glass wool insulation
- Sound deadener on floor and rear cab panel
- Insulation on front cowl wall in cab
- Attractive hardboard door and cowl side trim panels
- Arm rest on left door
- Large dome light with manual switch
- Sun visor on right side
- Illuminated cigar-cigarette lighter
- Bright-metal grille and headlight assembly
- Bright-metal windshield reveal molding
- Bright-metal parking light rims
- "Custom Cab" emblem on each door
- Matched locks on both doors



139-hp 223 Six
 Bore—3.62 in. Stroke—3.60 in.
 Brake Horsepower—139 @ 4200 rpm
 Torque—208 lbs.-ft @ 2000-2600 rpm



181-hp 272 V-8
 Bore—3.62 in. Stroke—3.30 in.
 Brake Horsepower—181 @ 4400 rpm
 Torque—262 lbs.-ft @ 2200-2700 rpm

FORD offers you the proved economy of Short-Stroke design . . . Six or V-8!

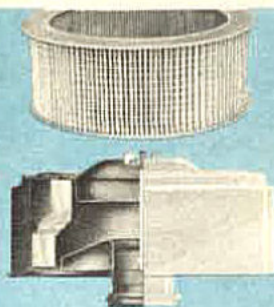
For '58 Ford offers you your choice of economical Short Stroke power to meet your particular requirements. Whether you choose the Six or the V-8 you get the most modern truck engine in the light duty field.

Ford's modern Short Stroke design means less piston travel—reduces internal friction—gives you more *usable* power! You get top performance on regular gasoline.

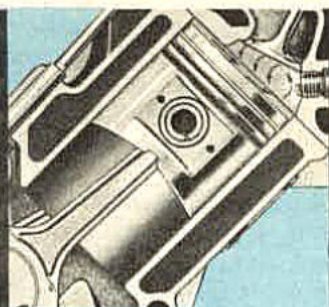
Free-turning overhead valves on the 1958 Ford engines resist burning, wear evenly—help maintain compression longer. The self-locking valve tappet adjusting screws make servicing easier, quicker, too! You save on maintenance costs.

Also for 1958 Ford gives you these additional engine features for more economical operation—high-lift camshaft, long-wearing chrome-plated top rings and large manifold passages.

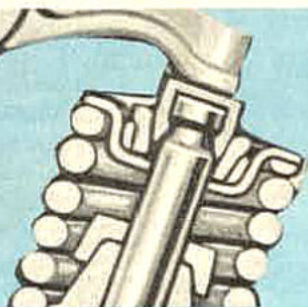
Only **FORD** offers you all these engine advancements



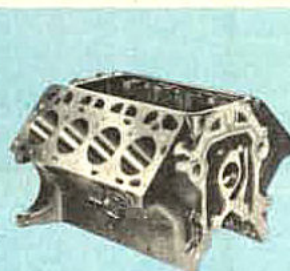
Super-Filter air cleaner. Reusable dry element stops up to 90% more dirt than other type cleaners. Merely tap to clean.



Ford's Short Stroke design means less engine wear—longer engine life. Gives you more power from every drop of gasoline.



Intake and exhaust valves are the free-turn, rotating type—provide a tighter seal. Maintain higher compression—last longer.



Ford's rigid deep-block construction reduces vibration and provides a more precise bearing alignment for longer life.



Both front and rear engine mounts are insulated to cut vibration. They reduce jars and jolts—permit smoother engine operation.

Sturdy **FORD** chassis design gives you a long lifetime of dependable, low-cost operation

Roll Action steering for smooth, easy handling. Provides immediate response to driver's slightest touch.

Straight-line drive combined with large tubular shaft and needle bearing universal joints provide smooth power flow. When two shafts are used the center bearing is rubber-encased.

Ford's long two-stage rear springs (F-100 and F-250) are strong, but extremely resilient . . . provide a smoother ride—light or loaded.

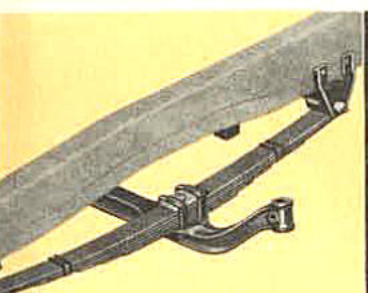
Flat tube and fin radiator has extra cooling capacity. Rubber mounts cushion radiator from road shocks.

Wide-tread front axle permits shorter turning, easier maneuverability and greater stability.

Double-acting shock absorbers provide for smoother, more level ride control—better snubbing action (Front and rear, F-100 and F-250; front, F-350).

Extra strength, extra rigid deep-channel frame has parallel side rails.

F-100 Chassis (110" wb.) shown



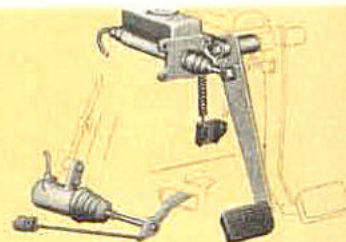
Front springs with rubber-bushed eyes are long and wide. Give you a smooth ride—reduce road shocks.



Optional Fordomatic Drive—the smoothest, most versatile automatic drive. Reduces shock on drive line and axle.



Optional Power Brakes (vacuum-booster actuation) make stopping up to 25% easier. Operate with toe-tip pressure for greater safety.

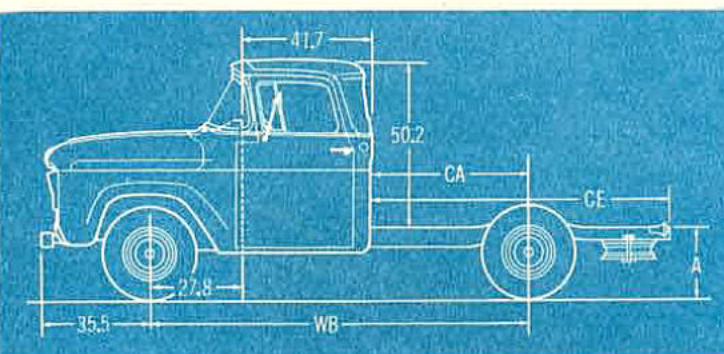


Hydraulic clutch—works on the same principle as the hydraulic brake. Conserves driver energy—boosts efficiency. 9

Ford offers 10 Light Duty chassis models

Chassis-Cab, Chassis-Cowl and Chassis-Windshield...to meet your exact body needs

CHASSIS-CAB DIMENSIONS and WEIGHTS



	Tires F & SR	WB (in.)	HEIGHT Empty Loaded		CA (in.)	CE (in.)	Nominal Body Lengths	CURB Front	WEIGHTS* Rear	Total
F-100	6.70-15-4	110	24.1	20.4	40.5	76.8	5½-6½ ft.	2010	895	2905
	6.70-15-4	118	24.1	20.4	48.5	94.9	7-8 ft.	2060	935	2995
	†6.50-16-6	110	24.5	20.8	40.5	76.8	5½-6½ ft.	2033	939	2972
	†6.50-16-6	118	24.5	20.8	48.5	94.9	7-8 ft.	2083	979	3062
F-250	6.50-16-6	118	24.2	20.7	48.5	94.9	7-8 ft.	2105	1140	3245
	▲8-19.5-8	118	27.0	23.5	48.5	94.9	7-8 ft.	2218	1277	3495
F-350	8-17.5-6	130	29.1	25.6	60.5	99.0	7½-9 ft.	2270	1345	3615
	★	130	29.1	25.6	60.5	99.0	7½-9 ft.	2270	1562	3832

*All weights are estimated. Curb weights include six cylinder engine, standard cab and equipment, full tank of fuel, water and lubricants. For V-8 engine add 125 lb. to front and total weights. Deduct 560 lb. for chassis-cowl and 520-lb. for chassis-windshield models.

†Heavy Duty Rear Springs Required.

▲Includes Medium Duty 3-speed Transmission and Heavy Duty Rear Springs.

★8-17.5-6 Front and Dual Rears with Heavy Duty Rear and Auxiliary Springs.

Here are a few of the many body styles that can be mounted on Ford Light Duty Truck Chassis



Single Unit Van Body



Wrecker Equipment



Closed Express Body

All major body manufacturers build bodies for Ford chassis



Maintenance Body

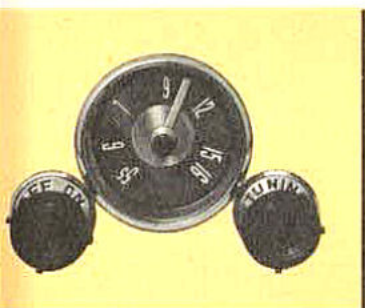


Utility Body



Aluminum Van Body

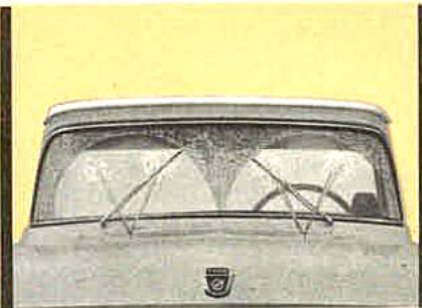
These accessories and optional equipment add comfort, safety and value to your **Ford** Truck



Ford truck radio, transistor-powered, offers pleasant company" while driving. Large tuning knob, variable tone control, off-on switch and volume control—all in one conveniently located cluster.



MagicAire system provides heating, ventilating and defrosting all in one. Helps you feel better, drive better . . . more safely. Pressurized fresh air with handy selective temperature control.



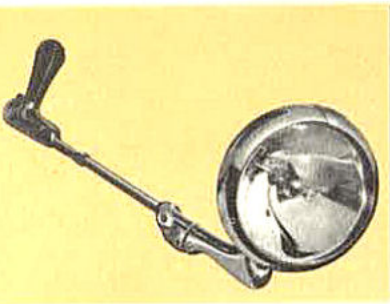
Windshield washers with two orifices in each nozzle provide four separate water sprays so wipers can remove dirt, mud and traffic film. Handy foot plunger actuates wipers, gives dependable action.



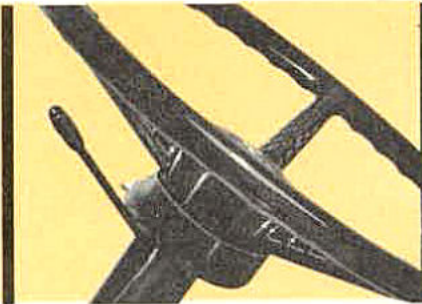
Outside rearview mirror gives you greater rear visibility . . . safer driving under all operating conditions. Bright-metal, fixed-arm type for pickup models shown. Painted, long-arm type available for other models.



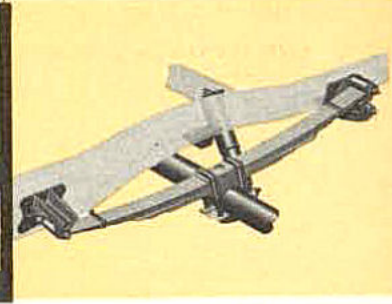
Truck seat covers are made of heavy duty fiber with double-stitched seams for added strength. Long wearing, soil resistant.



Sealed-beam spotlight has a big six-inch face. Bi-directional handle makes it easy to aim powerful beam in almost any direction. Control switch located on handle.



Directional turn signals are controlled by a self-canceling steering-post lever. Arrow flasher in instrument cluster lets you know that signals are operating.



Rear springs: heavy duty, 10-leaf, two-stage available for F-250 model. Provide the correct spring action to meet light and heavy load conditions for a smooth ride.

OPTIONAL EQUIPMENT AND ACCESSORIES

(in addition to those shown on specification page)

REGULAR PRODUCTIONS OPTIONS

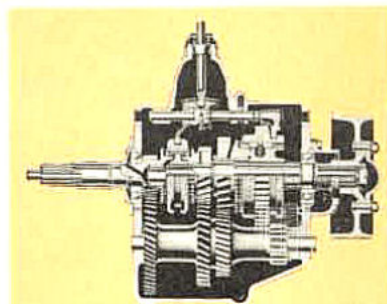
Alternator, 50 amp., 750 watt
Arm rest, left side for std. cab
Arm rest, right side for all cabs
Battery, 70 amp-hr
Brakes, vacuum booster (except cowl)—requires electric wipers
Bumper, front and rear chrome for Style-side pickups
Bumper, front—chrome for all models
Bumper, rear channel for pickups
Cigar lighter for std. cab
Custom cab
Dome light for std. cab
Fan, 5-blade for F-350 with D/R tires
Generator, 30 amp. low cut-in, 450 watt
40 amp., 600 watt
50 amp., 750 watt
Governor, velocity-controlled (except w/Fordomatic)
Heater and defroster, MagicAire system or recirculating type
Hubcaps (F-250)

Mirror—inside safety (except pickups) outside chrome, left or right for pickups
outside, right, non-telescopic for cabs
outside, left, non-telescopic for pickups
outside, left or right, telescopic for cabs
Radiator, HD cooling (included with D/R tires F-350)
Safety package "A," padded instrument panel and cushioned sun visors
Shock absorbers, rear F-350
Sun visor, right side for std. cab
Taillight, right side
Tinted glass
Tire carrier, side-mounted for pickup
Tow hooks, front with channel bumper
Turn signals, front and rear—parking lights or fender mounted and taillights (except cowl)
Turn signals, front only—parking lights or fender-mounted
Window, rear—full-wrap type
Windshield washers (except cowl)
Windshield wipers, dual electric for 223 Six engine (except cowl)—required with Fordomatic

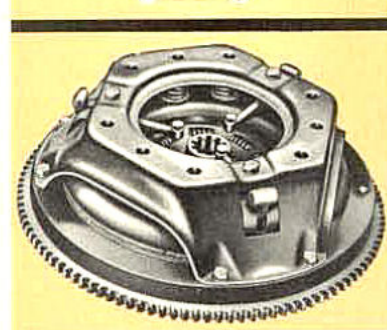
ACCESSORIES—DEALER INSTALLED

Clearance lights
Gas tank cap, locking type
Radio, 4 tubes plus transistor
Seat belts

Seat covers
Shaver, electric
Spotlight, sealed-beam type



4-Speed Synchro-Silent transmissions available for F-100, F-250 (std. on F-350). Stronger, more durable and engineered throughout for quiet operation, long life.



Ford's HD 11" clutch for increased capacity and longer clutch life. Combines with Ford's hydraulic clutch actuation for smooth, easy shifting. Standard in F-350, available for F-250, F-100.

FORD LIGHT DUTY TRUCK Specifications

ENGINES:

	Ford 223 Six (std.)	Ford 272 V-8 (std.)
Displacement	223 cu. in.	272 cu. in.
Compression Ratio	8.3 to 1	8.3 to 1
Max. Gross Horsepower @ rpm	139 @ 4200	181 @ 4400
Max. Gross Torque—lbs-ft @ rpm	208 @ 2000-2600	262 @ 2200-2700
Carburetor	Single-Venturi Downdraft	Two-Venturi Downdraft
Air Cleaner	Dry Element, 750 sq. in.	Dry Element, 750 sq. in.
Oil Filter, Full-Flow Replaceable Element	Standard	Standard
Windshield Wipers	Dual Vacuum with Booster	Dual Electric

CLUTCH

Gyro-Grip, easy-action, semi-centrifugal design increases clutch plate pressure with engine speed. Hydraulic clutch control for easy disengagement. 10" diameter, 85.5-sq. in. frictional area—standard F-100 and F-250 with 223 Six. 10.5" diameter, 96.2-sq. in. frictional area—standard F-100 and F-250 with 272 V-8. HD 11" diameter, 123.7-sq. in. frictional area—standard F-350; optional w/std. transmission F-100 and F-250 (included with HD and 4-Speed transmissions).

COOLING

Series-Flow system providing uniform coolant flow for increased velocity and closer temperature control. Positive-action thermostat in engine water outlet. Fan, 4-blade, 18" diameter. Flat tube and fin radiator with spherical top tank and pressure cap. Capacity of system: 14.2 quarts (17.6 quarts F-350 with V-8 and dual tires).

ELECTRICAL SYSTEM

12-volt system with high-capacity 66-plate, 55 amp-hr battery and air-cooled 30 amp. generator. Circuit breakers, voltage regulator.

Weatherproof ignition with full vacuum advance distributor for 139-hp Six or vacuum-centrifugal advance type on 181-hp V-8. Metal-clad coil and moistureproof boots cover the spark plugs. High-torque starter automatic engagement, solenoid switch, ignition key starter. Sealed-beam dual headlights with foot-switch beam control.

FUEL SYSTEM

Efficient downdraft carburetion. Automatic riser heat control. New Super-Filter air cleaner with reusable dry element. Diaphragm-type fuel and vacuum pump (except w/Cowl). Fuel tank, 13.6-gallon capacity inside left frame rail on chassis-cowl models; 14.4-gallon inside cab.

LUBRICATION

Positive full-pressure to all main, crankpin and camshaft bearings. Capacity: 5 quarts dry—4 quarts refill (1 quart additional with oil filter). Large-capacity gear-type pump and oil filter on Six. New rotor-type pump and oil filter on V-8. Directed-flow crankcase ventilation. Chassis fittings for pressure lubrication.

AXLE, FRONT Wide-track set-back design.

Capacity (lb.)	F-100	F-250	F-350
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AXLE, REAR: Hypoid

Capacity (lb.)	F-100	F-250	F-350
Ratios (to 1) with Std. Trans—Six	3.70	4.88	5.14, 5.83
V-8 (with D/R tires)	—	—	5.14
V-8 (with S/R tires)	3.70	4.56	4.86, 5.14
Ratios (to 1) for F-100 with HD 3-Spd., 4-Spd. or Fordomatic—Six	3.89	—	—
V-8	3.70	—	—

BRAKES: Powerful, self-energizing, single-anchor type.

Size (in.)—Front	F-100	F-250	F-350
Rear	11 x 2	12 1/8 x 2	12 1/8 x 2
Total lining area (sq. in.)	11 x 1 3/4	12 1/8 x 2	13 x 2 1/2
	179.5	197.8	232.2

FRAMES: Strong truck-type channel.

Maximum side rail section (in.)—110" wb	F-100	F-250	F-350
118" wb	5.92 x 2.25 x 0.15	—	—
130" wb	6.0 x 2.25 x 0.19	6.0 x 2.25 x 0.19	—
Section Modulus—110" wb	2.65	—	7.0 x 2.75 x 0.212
118" wb	3.34	3.34	—
130" wb	—	—	5.27

SHOCK ABSORBERS: Double-acting telescopic.

Attached to frame and axles, with rubber grommets	Front & Rear	Front & Rear	Front
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SPRINGS, FRONT: Wide-span, semi-elliptic; size (in.)

Standard, No. leaves—Capacity @ Pad (each)	F-100	F-250	F-350
Optional, No. leaves—Capacity @ Pad (each)	45 x 2	45 x 2	45 x 2
	6—950 lb.	6—1050 lb.	7—1150 lb.
	6—1050 lb.	7—1200 lb.	7—1350 lb.

SPRINGS, REAR: Wide-span, semi-elliptic; size (in.)

Standard type	F-100	F-250	F-350
No. leaves—Capacity @ Pad (each)	52 x 2 1/4	52 x 2 1/4	52 x 2 1/4
Optional type	2-stage	2-stage	single-stage
No. leaves—Capacity @ Pad (each)	7—1025 lb.	7—1450 lb.	6—2000 lb.
Optional type	2-stage	2-stage	single-stage
No. leaves—Capacity @ Pad (each)	7—1350 lb.	10—1950 lb.	10—3200 lb.
Optional type	single-stage	2-stage	auxiliary
No. leaves—Capacity @ Pad (each)	9—1650 lb.	10—2400 lb.	4—600 lb.

STEERING: Responsive Worm and Roller type.

Ratio (to 1)	F-100	F-250	F-350
Diameter of wheel (in.)	18.2	18.2	20.4
	18	18	18

TRANSMISSIONS: Easy-shifting, Synchro-Silent type.

Standard	F-100	F-250	F-350
Optional	3-Speed	3-Speed	4-Speed
	HD 3-Speed	HD 3-Speed	HD 3-Speed
	4-Speed	4-Speed	—
	Fordomatic	Fordomatic	Fordomatic

WHEELS and TIRES

No. and type of wheels	F-100	F-250	F-350
Standard tires: No.—Size (Rim)	5—5-hole Disc.	5—8-hole Disc.	5—6-hole Disc.
Optional tires: No.—Size (Rim)	5—6.70-15 4 PR (5K)	5—6.50-16 6 PR (6L)	5—8.17-5 6 PR (5.25)
	5—6.70-15 6 PR (5K)	5—7-17.5 6 PR (5.25)	5—8-17.5 8 PR (5.25)
	5—7-10-15 6 PR (5K)	5—8-17.5 6 PR (5.25)	5—8-19.5 8 PR (5.25)*
	5—6.50-16 6 PR (4 1/2 K)†	5—8-19.5 8 PR (5.25)†	7—8-17.5 6 PR (5.25)•
	5—6.50-16 6 PR (5KHD)†	—	7—7-17.5 6 PR (5.25)•

§With D/R tires and HD main spring †Requires HD rear springs
‡Requires optional transmission and HD rear springs *Requires HD rear main spring
•Not available on pickups—requires HD rear main auxiliary springs

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