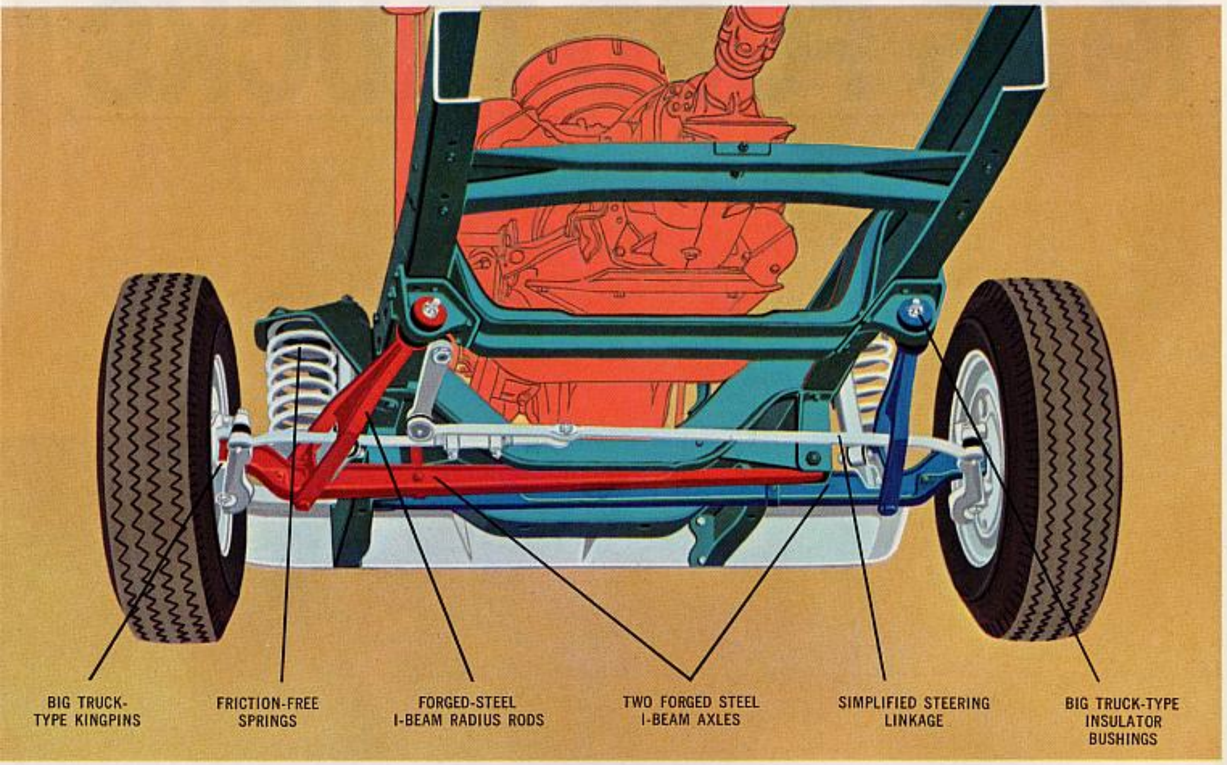
F-100 Pickup • Stake • Platform F-250
Chassis-Cab • Chassis-Windshield
1965 FORD TRUCKS

WITH TWIN I BEAM INDEPENDENT SUSPENSION SUSPENSION

F-100 · F-250 TRUCKS All new with TWIN I BEAM INDEPENDENT SUSPENSION suspension



BIGGEST TRUCK NEWS IN YEARS!

F-100 AND F-250 TRUCKS OFFER MANY NEW FEATURES FOR '65: In addition to Ford's great new Twin-I-Beam independent suspension (see picture above and description at right), 1965 F-100 and F-250 Fords give you a host of new features . . . **NEW DURABILITY:** Study these new Fords carefully and you'll discover that they are built to last longer. For example, the new Twin-I-Beam suspension, new SAE standard parallel-rail frames, new bigger engines, progressive-type rear springs, rugged new transmissions, and extra corrosion protection for critical areas give Ford trucks greater durability than ever before. **NEW RIDE AND FEEL:** Ford's exclusive Twin-I-Beam front suspension and progressive rear springs provide superior riding balance that must be felt to be believed. You can detect virtually no front-end dive when brakes are applied, no "mushing out" on curves, no loss of steering control when you need it most! **NEW PERFORMANCE:** Three new more powerful engines, a 240-cu. in. Six, a 300-cu. in. Big Six and a 352-cu. in. V-8 give the 1965 Ford F-100 and F-250 trucks more power than ever before. From swift and sure to screeching hot, these new Fords deliver the power—when and where you need it! **NEW ECONOMY:** Ford's new larger engines can cruise at lower engine rpm's, therefore last longer and use less fuel than their predecessors. Oil change and chassis lubrication periods have been extended to 6,000 miles or six months. Result: less truck downtime and lower maintenance costs. **NEW COMFORT:** Driver comfort has been substantially increased by Ford's unique Twin-I-Beam suspension; repositioned shock-absorbing steering column; increased head and leg room; redesigned fresh air ventilating system; smaller, more effective heater, and brake and clutch pedals that require less effort to operate. **NEW STYLE:** 1965 Ford F-100's and F-250's are handsome trucks. New grille, color-keyed interiors and new optional bright-metal side moldings on separate Styleside pickup bodies make them the most attractive trucks on the road.

First Independent Front Suspension with Big-Truck Durability!

At last, you can get an easy-riding truck front suspension with the toughness of steel I-beams: Ford's new Twin-I-Beam suspension—*a completely new engineering concept for trucks.*

Ford could have put a soft car-type suspension into its pickup trucks five years ago. Ford engineers decided not to do so because they believed that pickup trucks needed *durability* far beyond the best of car-type suspensions.

Instead, Ford went to work on an independent suspension system with big-truck durability features. The result was Twin-I-Beam suspension.

TWO FRONT AXLES MOVE INDEPENDENTLY

Ford's unique new Twin-I-Beam front end gives you not one, but *two* front axles. Both are forged steel I-beams, the type used in all makes of big trucks.

The use of two front axles permits each front wheel to move independently of the other. Shocks at one wheel are not transmitted to the wheel on the other side, which results in a smoother ride. Instead of *eliminating* the front axle to achieve independent action as car-type suspensions do, Ford's truck-type suspension achieves free wheel movement by *adding* a second front axle.

BETTER ALIGNMENT

Each of Ford's twin axles is secured to the frame by a forged I-beam radius rod. These radius rods, like I-beam axles, are borrowed from big trucks that often use radius rods to maintain alignment of rear axles. Ford's combination of radius rods and independent axles locks in wheel alignment, caster and camber, like never before. *The result is the sturdiest, most reliable independent suspension ever built under the front end of any pickup truck.*

GREATER SIMPLICITY FOR EASIER MAINTENANCE

The Twin-I-Beam design is so simple that the suspension and steering systems have *one-third fewer lubrication points* than a vehicle with a typical car-type independent suspension. The few lubrication points need servicing only at 6000-mile intervals. The simple design makes servicing easy, as Ford's new front end is the most accessible of any independent suspension system. You save on downtime and maintenance costs because the Twin-I-Beam suspension virtually eliminates the need for normal caster and camber adjustments.

BETTER RIDE, SAFER CONTROL

Generous-sized coil springs in front and progressive-type leaf springs in the rear give Ford pickups a new kind of riding comfort that must be felt to be appreciated. To detect any front end dip or dive when brakes are applied is virtually impossible. And, the front end doesn't "mush out" on curves. What's more, you'll experience Ford's great new Twin-I-Beam ride not only when the going is extremely rough, but also on good or moderately rough roads—or on any road you travel. Drive one and see!

FEWER REPAIRS AND GREATER PROFIT

Ford's unique new Twin-I-Beam suspension system pays off in dollars and cents, as well as in ride and handling ease.

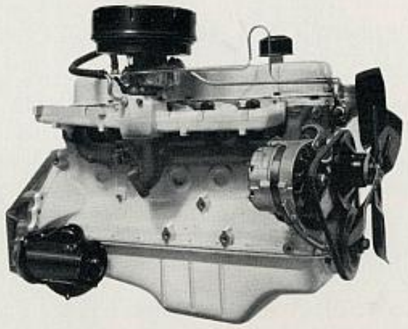
Caster and camber settings are fixed by I-beam forgings, reducing maintenance. The superb cushioning of Ford's Twin-I-Beam suspension reduces chassis-rattling jolts, prolongs chassis-body life, and promises a higher resale value at trade-in time.

'65 FORD TWIN I BEAM INDEPENDENT SUSPENSION **TRUCKS**

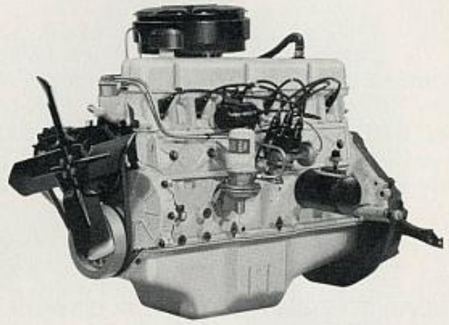
NEW ENGINES add economy, durability, fine performance

The largest, most powerful engines ever offered in Ford pickups. Three brand-new high-performance engines are available for 1965: the 240-cu. in. Six, the power-packed 300-cu. in. Big Six and the top-performance 352-cu. in. V-8. Though more powerful than ever before, all three engines are designed to give increased economy, durability and reliability as well. The big 240-cu. in. engine is standard; the 300-cu. in. Big Six is optional. Both feature increased economy through new-design carburetion and new intake and exhaust manifolding. Because they're bigger, these engines can cruise at lower rpm's. The optional 352 V-8 engine, coupled to any of the available transmissions, gives you maximum response when you need it.

TWO NEW 6'S



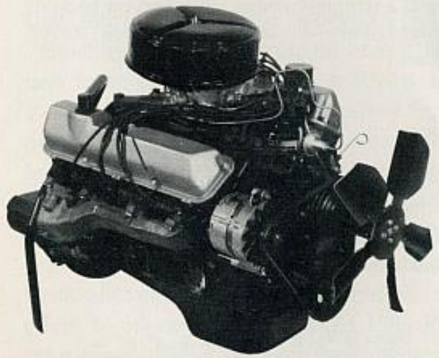
240-cu. in. SIX



300-cu. in. SIX

The new 240- and 300-cubic-inch Sixes provide F-100 and F-250 Fords with increased power to handle heavy loads with ease, operate economically and last longer than previous engines. Both have seven-main-bearing crankshafts for greater rigidity and stability. Long ring life is provided by a chrome-plated top compression ring. Exhaust valves have been improved to last longer. Precision-molded iron crankshafts are extremely tough. Hydraulic valve lifters reduce the need for valve adjustments—save time and expense. These and numerous other improvements make the new Ford Sixes outstanding engines.

NEW V-8



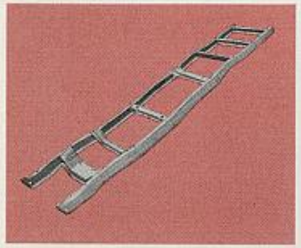
352-cu. in. V-8

The new Ford high-performance 352-cubic-inch V-8 provides maximum performance and instant response under all operating conditions. Precision-molded, iron alloy crankshafts give minimum vibration and long life. High quality, chrome-plated or phosphate-coated rings offer great resistance to corrosion and wear. Custom-fitted aluminum pistons with steel reinforcing struts are light in weight and long on durability. Accurately ground camshafts keep valves operating quietly. Hydraulic valve lifters reduce the need for valve adjustments—save time and expense. If you want plenty of power for high-speed cross-country running with heavy loads, if you want reliability, durability and economical operation too, the 352 V-8 is your engine!

SPECIFICATIONS			
	240 SIX	300 BIG SIX	352 V-8
MAX. HP @ RPM	150 @ 4000	170 @ 3600	208 @ 4400
MAX. TORQUE (lbs-ft @ rpm)	234 @ 2200	283 @ 14-2400	315 @ 2400
DISPLACEMENT (cu. in.)	240	300	352
BORE AND STROKE (in.)	4.0 x 3.18	4.0 x 3.98	4.0 x 3.5
COMPRESSION RATIO (to 1)	9.2	8.4	8.9

CHASSIS FEATURES Built for hard work... Built for long life

Tough chassis make tough trucks, and the 1965 Ford F-100 and F-250 trucks are tough through and through! Starting with the heavy-gauge ladder-type frame, Ford builds these trucks to take severe punishment year after year. Wheelbases have been lengthened for better handling and comfort. Ford's new unique Twin-I-Beam front suspension, progressive-type rear leaf springs, improved double-acting front and rear shock absorbers, big self-adjusting brakes (F-100), optional power brakes, new steering linkage, and high-capacity standard or limited-slip rear axles provide you with a superior handling and riding chassis for '65. Powertrain vibration is insulated from the frame and cab with shock- and twist-absorbing engine and transmission mounts.

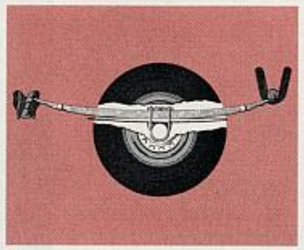


SAE STANDARD FRAME

Ford pickups use heavy gauge SAE-standard ladder-type frames with both channel- and jaw-type flanged-U crossmembers positioned throughout the frame for maximum resistance to stress and twisting.

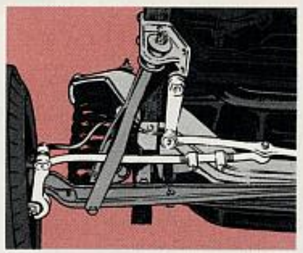
SELF-ADJUSTING BRAKES

Your new Ford F-100 truck comes equipped with self-adjusting brakes as standard equipment. Each time that you apply the brakes while backing up, your brakes adjust themselves automatically.



PROGRESSIVE-TYPE REAR LEAF SPRINGS

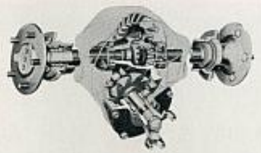
Progressive-type rear leaf springs provide a smoother ride for light or heavy loads. Upper leaves cushion light loads. As loads increase and the upper leaves deflect, stiff lower leaf gives increasing support.

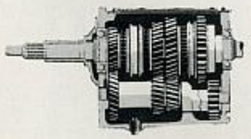


NEW STEERING LINKAGE

The new steering linkage is husky and durable. Located behind the axles, the linkage is protected from hitting objects in the path of the truck. Less steering effort is required than ever before.

DRIVELINE COMPONENTS





CLUTCHES A big 10-inch clutch with 85.5 square inches of lining area is standard in the new Ford F-100 and F-250 trucks. This clutch incorporates a new, better-gripping facing material that doubles clutch life over earlier clutches. Heavy-duty pressure springs assure positive, non-slip engagement even under maximum load. Eleven-inch clutch is available for standard 240 Six and included with larger engines.

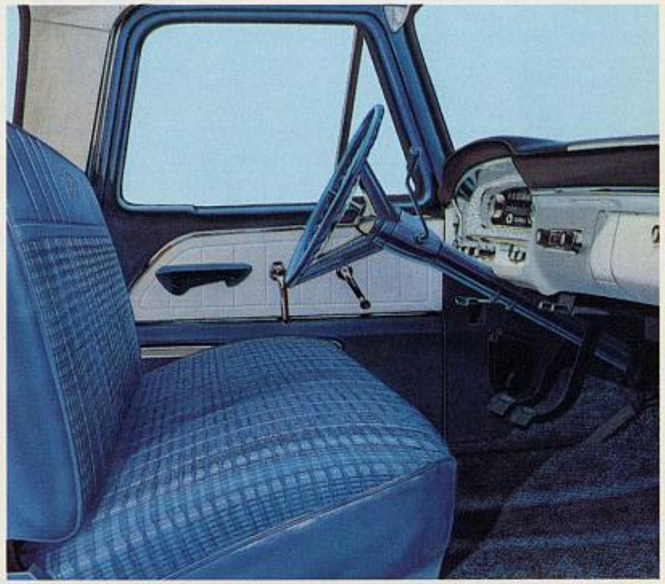
REAR AXLES A complete selection of rear axle ratios, with or without limited-slip differentials, provides the best match for any operating condition and engine-axle-transmission combination. Full-floating rear axles are standard on F-250's. All axles feature a hypoid drive pinion and ring gear. Gears are heat treated and carburized for extra strength and wear resistance.

TRANSMISSIONS Take your pick of a fully synchronized 3-speed manual, rugged direct-drive 4-speed manual, or new 3-speed dual-range automatic transmission. A 3-speed transmission with overdrive is also available for F-100's. Teamed up with the new high-performance engines, these dependable transmissions give top performance, reliability and durability throughout their long lives.

CABS BUILT FOR COMFORT

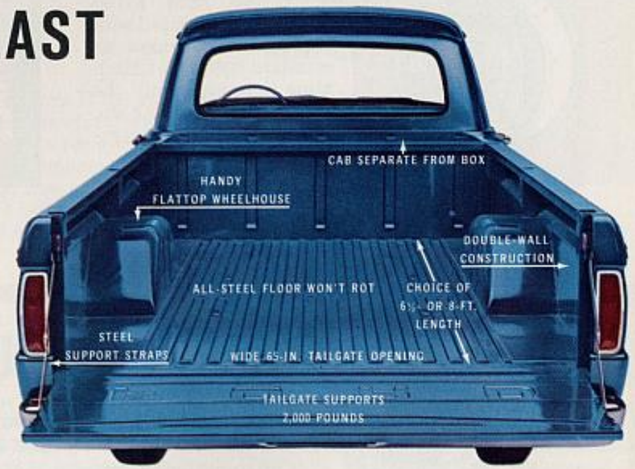
1965 Ford cabs offer more comfort and convenience than ever before! They are more spacious, featuring added headroom and more leg room. A choice of two fresh air heaters is available this year. A lower brake pedal eases movement of the foot from accelerator to brake. The new flex-joint steering column insulates road shock from the steering wheel. Wide, deep-cushioned foam seats provide plenty of room for three, and generous amounts of insulation soak up noise, seal out heat and cold. The new vinyl-coated floor mat outlasts old-style rubber.

Handsome interiors feature durable materials in red, blue, green or beige, color-keyed to exterior paint. A new-style seat trim is offered in all-vinyl seat coverings. The steering wheel and steering column are also color-keyed, and with the optional Custom Cab (illustrated), the instrument panel features a bright, textured instrument cluster face plate. A Ford air conditioner is available for extra comfort.



BODIES BUILT TO LAST

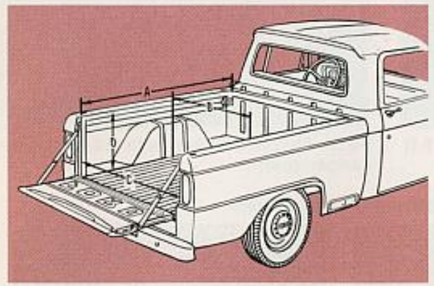
Ford Truck bodies are durable through and through. Here are extra-quality construction features that mean your Ford will stand up to your job through a longer, hard-working life: double-wall side panels and tailgate of Styleside pickup bodies protect exterior sheetmetal against damage caused by shifting cargo; stake pockets along the top of the body sides permit mounting sideboards for additional height or bows for loadspace covers; strong rear corner posts resist spreading of side panels . . . maintain alignment with tailgate.



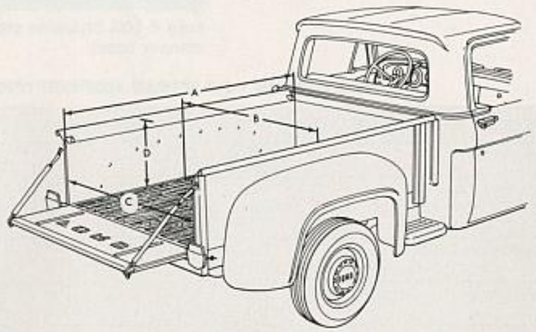
A LOAD OF FEATURES

- **ONE-HAND TAILGATE LATCH.** Open or close Ford's Styleside tailgate with one hand. One center latch. No chains. No rattles. No hooks.
- **OPTIONAL TOOL BOX.** A handy stowage box is available below pickup box floor, ahead of right rear wheel. Flush-mounted hinged door in body side is lockable.
- **FLAT-TOP WHEELHOUSE.** Flat-top wheelhouse takes up less space, provides flat surface for loading or for mounting seats, equipment or cabinets.
- **HUSKY TAILGATE SUPPORT STRAPS.** Heavy steel hinge-type tailgate straps are tough enough to support 1-ton loads. Straps fold into tailgate and out of sight. To drop tailgate vertically, straps detach as easily as old-style chains.
- **SPARE WHEEL CARRIER LOCATION.** Optional spare wheel carrier may be mounted inside box forward of wheelhouse on left or right side. Underframe carrier is standard.

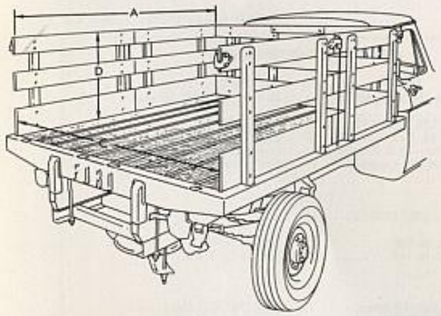
MANY MODELS TO CHOOSE FROM



STYLESIDE PICKUP. 1965 Styleside pickups are big in capacity and strong in eye appeal. Featuring double-sidewall box construction, they are available with 115- and 129-inch wheelbases and 6½- and 8-foot boxes, respectively. All Styleside pickups have cross sills under full width of body load area for added strength and durability. Tool compartment in body side is optional.



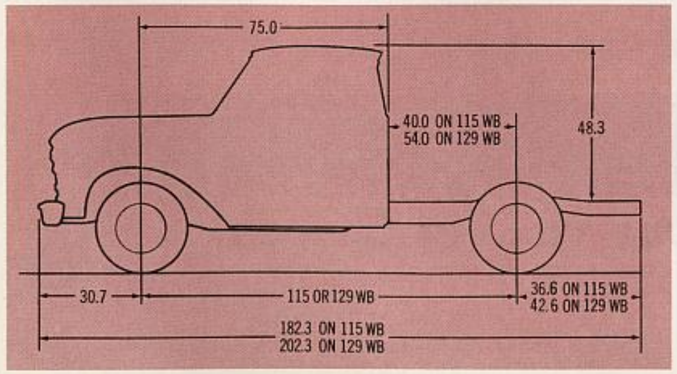
FLARESIDE PICKUP. Low in price and high in utility, Flareside pickups are available in the same wheelbases and box lengths as Styleside pickups. Running boards aid loading and unloading over the sides. Seasoned wood floorboards feature steel skid strips. Side panels are heavy gauge steel with wide flareboards and rolled edges for extra rigidity.



STAKE. Ford stakes let you stack big, bulky cargo high and wide. They are available with 6½- and 7½-foot long bodies on 115- and 129-inch wheelbases, respectively. Rack sections are removable for easy loading from sides or rear. Platforms are sturdily constructed of steel and seasoned, straight-grained wood with steel skid strips.

PAYLOAD AND DIMENSIONS	STYLESIDE PICKUP			FLARESIDE PICKUP			STAKE OR PLATFORM	
	F-100	F-100	F-250	F-100	F-100	F-250	F-100	F-250
Wheelbase (in.)	115	129	129	115	129	129	115	129
Nominal Body Length (ft.)	6½	8	8	6½	8	8	6½	7½
(A) Inside Length (in.)	78.7	98.7	98.7	77.9	96.0	96.0	80.0	90.0
(B) Width Between Wheelhousings	49.0	49.0	49.0	**	48.4	48.4	**	**
(C) Tailgate Opening (in.)	65.0	65.0	65.0	49.0	54.0	54.0	67.0	73.7
(D) Height (in.) (Floor to Top of Sides)	19.2	19.2	19.2	20.3	22.1	22.1	24.5	28.3
Capacity (cu. ft.)	60.3*	76.4*	76.4*	45.0	65.4*	65.4*	76.0‡	108.6‡
Maximum Recommended Payload (lb.)	1550	1425	3650	1600	1450	3625	1550 †1675	3450 †3625

*Allowance made for wheelhousings †Platform body ‡Platform body load area: 37.3 sq. ft. (F-100); 46.0 sq. ft. (F-250) **No wheelhousings

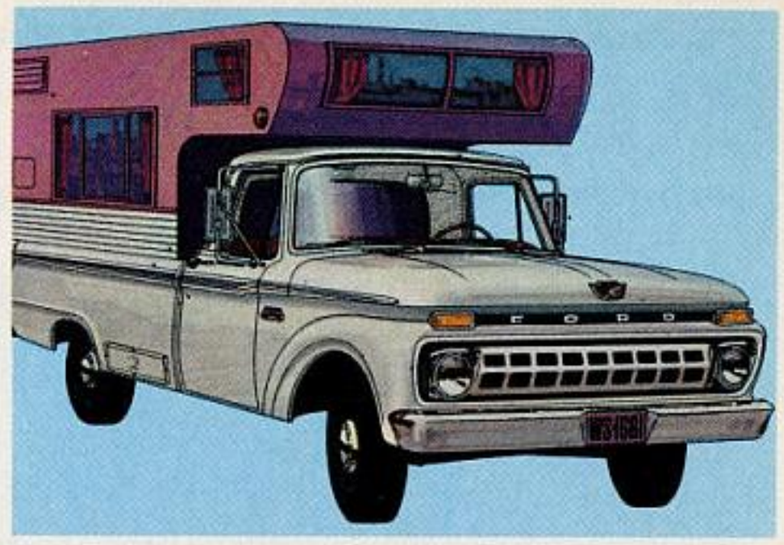


CHASSIS FOR SPECIAL BODIES

Ford chassis-cab models are well suited to accommodate a variety of custom-built bodies ranging from 5½ to 8 ft. long on F-100's and 6½ to 8 ft. long on F-250's. F-250 Series can carry cab-over camper coach bodies up to 10 ft. long. (See table on back cover.) Chassis-cab models are ideal for wrecker installations. See your Ford Dealer for a wide choice of makes and types of special bodies and equipment.

FORD CAMPER SPECIALS

Ford F-100 Styleside pickup with typical 8-ft. camper coach.



F-250 Styleside pickup with 10-ft. cab-over camper coach.

FORD F-100 AND F-250 OPTIONAL EQUIPMENT "PACKAGES" FOR USE WITH CAMPER COACH BODIES

CAMPER SPECIAL PACKAGE NO. 1 (In addition to or in place of standard equipment)		
Truck and Body	**129" wb. F-100 for 8-ft. Camper Coach**	**129" wb. F-250 for up to 10-ft. Cab-Over Coach**
Recommended Max. Body and Payload Weight	Styleside Pickup—up to 1200 lb. Flareside Pickup—up to 1225 lb. Chassis-Cab—up to 1650 lb.	Styleside Pickup—up to 3475 lb. Flareside Pickup—up to 3500 lb. Chassis-Cab—up to 3925 lb.
Rear Axle: Std. (Ratio) Opt. Limited-Slip (Ratio)	3.70 (Six), 3.50 (V-8) 3.54*	4.10 4.10
Front Springs—Heavy-Duty	1125-lb. (Six) 1250-lb. (V-8)	1125-lb. (Six) 1250-lb. (V-8)
Rear Springs	1250-lb. Main	2400-lb. Main
Alternator	55 Ampere	55 Ampere
Radiator	Extra cooling	Extra cooling
In Addition: Camper Special Ornament, heavy-duty 70 amp-hr battery, dual Western-type mirrors, extended tailpipe, oil pressure gauge and ammeter		

MINIMUM REQUIREMENTS: Engine—300 Six or 352 V-8 Transmission—Cruise-O-Matic or 4-Spd. Manual *3.73 with 300 Six and Cruise-O-Matic
Tires: F-100—7.00 x 15 6 PR TT; F-250—7.50 x 16 6 PR (Front), 7.50 x 16 8 PR TT (Rear & Spare) Wheels: 5.50F—Split rims

CUSTOM CAMPER PACKAGE NO. 2 FOR F-250 (INCLUDES PACKAGE NO. 1)

- Custom Cab
- Deluxe Fresh Air Heater
- ICC Emergency Flasher
- Two-Speed Windshield Wipers
- Windshield Washers
- Left-Hand Door Stowage Compartment
- Dual Horns

DELUXE CAMPER PACKAGE NO. 3 FOR F-250 STYLESIDE PICKUP (INCLUDES PACKAGES NO. 1 & 2)

- Padded Dash and Visors
- Seat Belts
- Chrome Front Bumper
- Deluxe Two-Tone Paint and Body Side Moldings
- Right-Hand Tool Stowage Compartment

F-100 MAX. GVW: 5,000 LB. — **F-250 MAX. GVW: 7,500 LB.**

CHASSIS SPECIFICATIONS

	STANDARD EQUIPMENT		OPTIONAL EQUIPMENT*	
	F-100	**F-250**	**F-100**	**F-250**
Alternator:	38 amp., 570 watt	38 amp., 570 watt	45 amp., 55 amp., 60 amp.	45 amp., 55 amp., 60 amp.
Axle, Front: Capacity (lb.)	2600	3000 lb.	—	—
Axle, Rear: Capacity (lb.)—Ratios (to 1)	3300—3.70	5200 lb.—4.56	3300—3.25, 3.50, 4.11	5200—4.10
Ratios for limited-slip differential (to 1)	—	—	3.31, 3.54, 3.73, 4.09, 4.10	4.10, 4.56
Battery: (12 volt)	54 plates—45 amp-hr	54 plates—45 amp-hr	66 plates—55 & 70 amp-hr	66 plates—55 & 70 amp-hr
Brakes, Service: (Self-adjusting type)	Hydraulic, self-adjusting	Hydraulic	6¼" vacuum booster	6¼" vacuum booster
Size (in.) front	11 x 2	12⅛ x 2	—	—
rear	11 x 1¾	12⅛ x 2	—	—
Brakes, Parking: Type	Cable actuation of rear brakes	Cable actuation of rear brakes	—	—
Clutch: Dia. (in.)—Area (sq. in.)	10—85.5 (240 Six) HD 11—123.7 (300 Six & 352 V-8)	10—85.5 (240 Six) HD 11—123.7 (300 Six & 352 V-8)	HD 11—123.7 (240 Six)	HD 11—123.7 (240 Six)
Engine:	240-cu. in. Six	240-cu. in. Six	300-cu. in. Six 352-cu. in. V-8	300-cu. in. Six 352-cu. in. V-8
Frame: Section Modulus	2.98	3.71	—	—
Shock Absorbers: Front and rear	Double-acting	Double-acting	—	—
Springs, Front: Coil capacity @ pad (lb. each)	1005 (240, 300 Sixes) 1125 (352 V-8)	1005 (240, 300 Sixes) 1125 (352 V-8)	1125 (240, 300 Sixes) 1250 (352 V-8)	1125 (240, 300 Sixes) 1250 (352 V-8)
Springs, Rear: (Progressive leaf-type)				
Capacity @ pad (lb. each)	950	1450	1250, 1650†	1950, 2400
Auxiliary	—	—	450 (N. A. w/1650 main)	550 (N.A. w/std. main)
Radiator:	—	—	Extra cooling	Extra cooling
Steering: Type	Recirculating ball	Recirculating ball	—	—
Transmission: Type	3-speed Direct Drive	3-speed Direct Drive	3-speed w/Overdrive 4-speed, Cruise-O-Matic	4-speed Cruise-O-Matic
Wheels: No.—type—rim size (in.)	5—5-hole disc—5½ K	5—8-hole disc—6L	16 x 5K, 15 x 5.50F 17.5 x 5.25	16 x 5.50F, 17.5 x 5.25, 17 x 5.50, 19.5 x 5.25
Tires: Tubeless, No.—size	5—7.75-15 4PR-PT	4—6.50-16 6PR-PT	Tubeless and tube-type tires in sizes to match requirements	Tubeless and tube-type tires in sizes to match requirements

Standard Colors: Rangoon Red, Raven Black, Navajo Beige, Holly Green, Caribbean Turquoise, Springtime Yellow, Arcadian Blue, Marlin Blue, Wimbledon White, Pure White, and Chrome Yellow. A two-tone effect is available for all cab models with Wimbledon White on roof and around cab back panel above belt line except with Special White and Chrome Yellow. Optional deluxe two-tone paint is available for Styleside pickups which include body side moldings.

*See your Ford Dealer for additional options †Single-stage type

The specifications contained herein were in effect at the time this folder was approved for printing. The Ford Division of Ford Motor Company reserves the right to discontinue models at any time, or change specifications or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available in this folder are at extra cost. For the price of the model with the equipment you desire, see your Ford Dealer.

24,000-MILE (OR 24-MONTH) WARRANTY—Ford Motor Company warrants to truck owners as follows: That for 24,000 miles or for 24 months, whichever comes first, free replacement, including related labor, will be made by Ford Dealers of any part with a defect in workmanship or material. Tires are not covered by the warranty; appropriate adjustments will be made by tire companies. Owners will remain responsible for normal maintenance services, routine replacement of parts such as filters, spark plugs, ignition points, wiper blades, brake or clutch linings, and for normal deterioration of soft trim and appearance items. The warranty referred to herein is applicable to products sold in the U.S.A. and in certain neighboring areas.

'65 FORD TRUCKS . . . BUILT TO LAST LONGER!

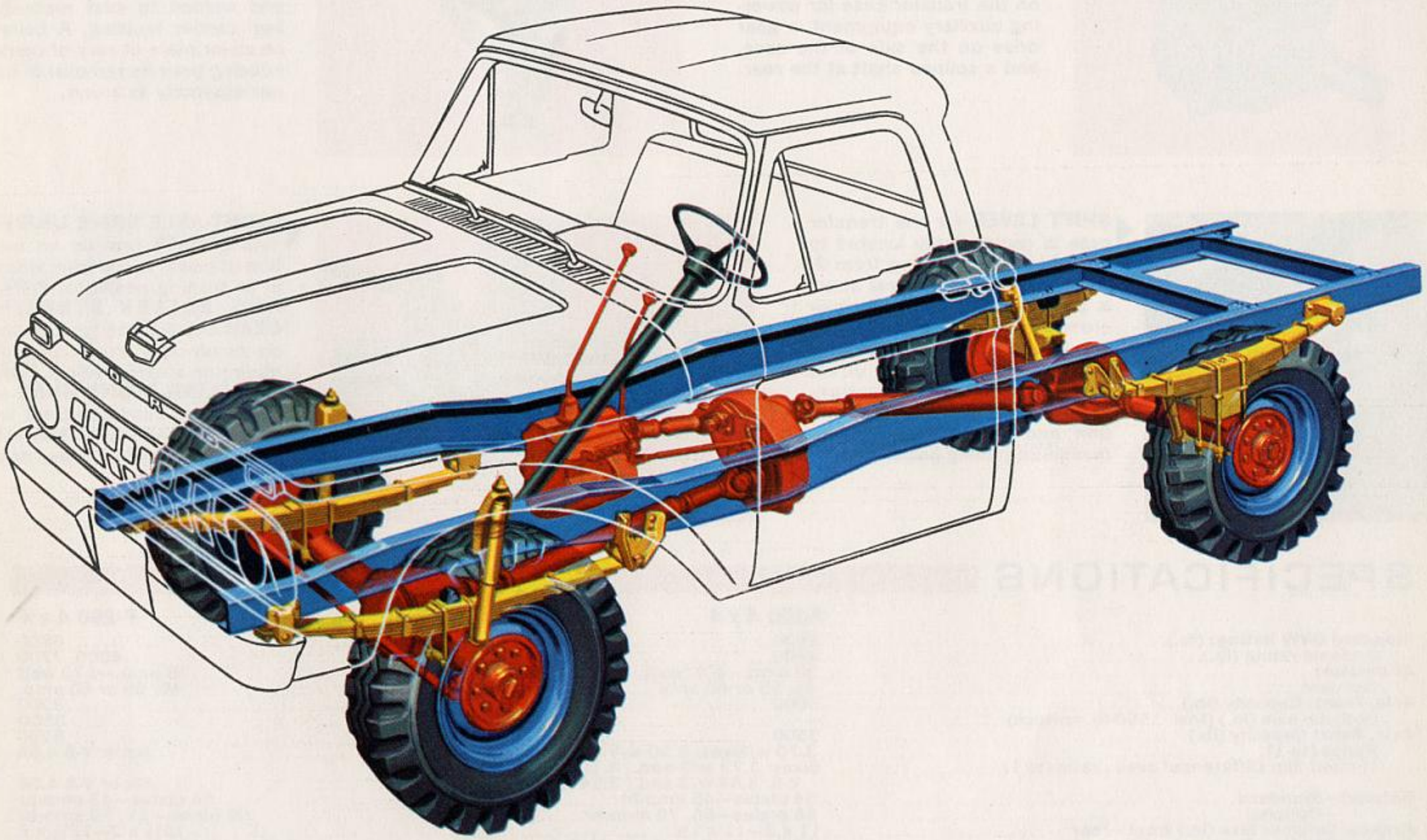
PRODUCTS OF Ford MOTOR COMPANY

Form No. FDT 6513

Litho in U.S.A. Rev. 1-65

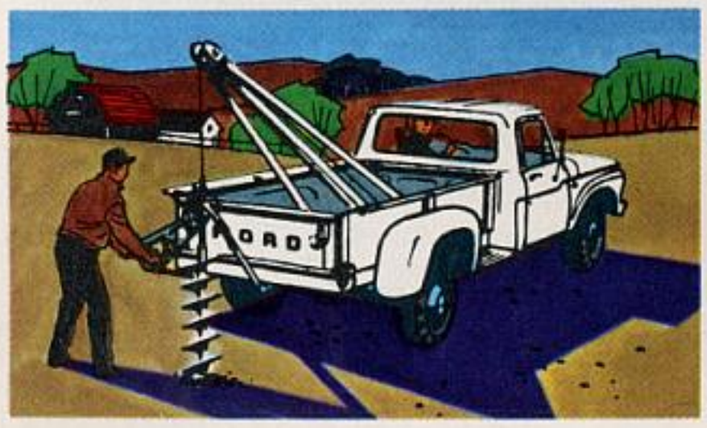
4-WHEEL DRIVE F-100·F-250

1965 FORD TRUCKS



Ford F-100 and F-250 4-Wheel Drive Trucks have the power and extra traction needed for rugged off-road work. Ford 4 x 4's have a 120-inch wheelbase and are available as ½-ton pickup and chassis-cab models and as ¾-ton pickup, chassis-cab, stake and platform models. They are built like the big trucks with deep-channel, heavy-gauge SAE-standard parallel-rail frames, rugged leaf-type front springs, and progressive leaf-type rear springs. 1965 Ford 4 x 4's offer a full measure of operating economy, durability and reliability. Three brand-new, more powerful engines (up to 352 cu. in.) provide improved performance. The new 240- and 300-cu. in. Sixes offer improved fuel economy and 4000-mile oil change intervals. An improved ignition wiring harness, 38-ampere alternator and longer-life battery set top standards of reliability. An easy-shifting two-speed transfer case provides for easy selection of 2- or 4-wheel direct drive.

POWER-DRIVEN EQUIPMENT ADDS VERSATILITY!



REAR-MOUNTED PTO-DRIVEN mobile worksavers, such as post hole diggers, feed mills, saw mills, hay balers, and many other gear, belt, or hydraulically actuated units are easily installed.

FRONT-MOUNTED PTO-DRIVEN winches, pumps, scoops, snow blades, etc., combined with 4 x 4 traction make light work of tough jobs. Engine power transmitted through a PTO drive does many jobs easily.

WRECKER EQUIPMENT is ideal on Ford 4-wheel drive pickups or chassis-cabs. Other special equipment needed by linemen, field crews, landscapers, etc., is easily installed on these versatile trucks.

SEE F-100 AND F-250 CATALOG FOR ENGINE DATA