



CARGO



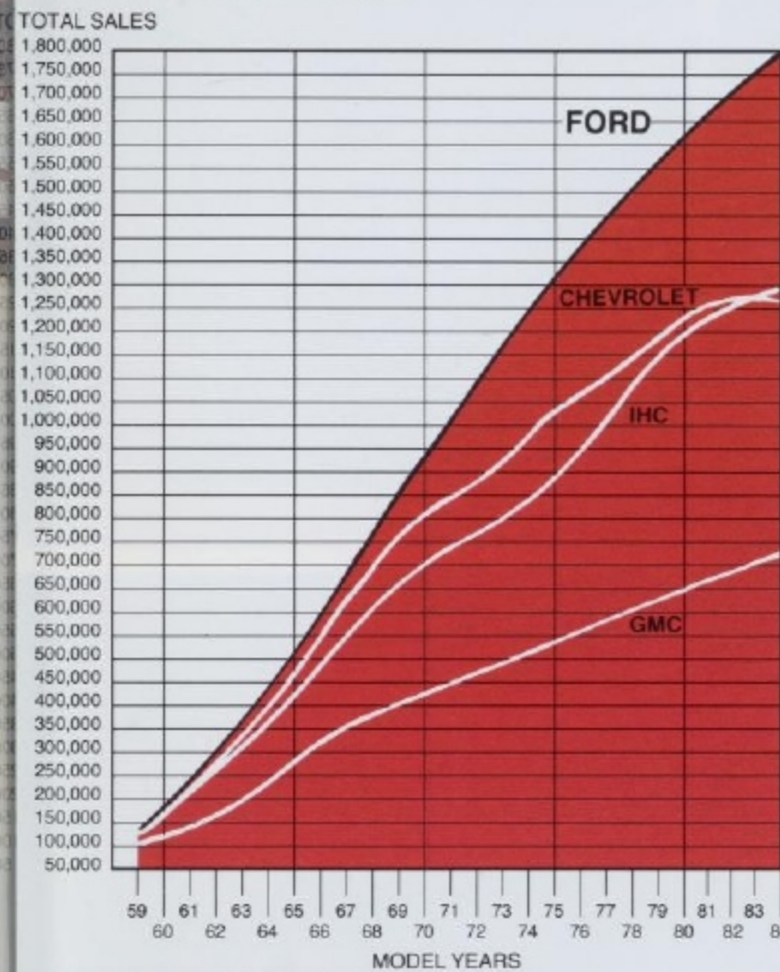
Introducing Ford CARGO—
The Tough New Truck From
America's Medium Truck Leader



A Word About This Catalog:
Some equipment shown or described in the catalog is available at extra cost.



Medium Duty (Classes 4-7) Cumulative Truck Registrations 1959-1984*



*Based on R. L. Polk & Company truck registrations through December, 1984.

Ford CARGO—Tomorrow's Truck From Today's Leader

Introducing Ford CARGO.

Powered by the Ford-designed and Ford-built 165 hp heavy-duty mid-range Turbo Diesel engine, CARGO has the futuristic look of the new medium truck market. Backed by Ford's vast national parts and service network, CARGO represents tomorrow's level of performance, toughness and low cost of ownership... today.

You've made Ford America's medium truck leader, and we've made CARGO with you in mind, combining traditional qualities with modern innovations to keep your truck on the road and you in business.

Work-Ready Units Available Now

CARGO is available in "Work-Ready" units with GVWR's of 26,500 and 29,500 pounds. Three wheelbase (up to 189 inches) and cab-axle (up to 159 inches) dimensions accommodate the longer bodies and heavier loads required by today's cost-conscious operators.

Ford-Tough From The Ground Up

Built in the Ford-Tough tradition, from the ground up, CARGO combines the ruggedness of proven chassis components and short turning diameters for outstanding performance and maneuverability — 45° wheel-cut angles provide close cornering for those tight city streets and loading areas.

Extra long front and rear springs, front stabilizer bar and front shock absorbers produce an uncommonly smooth ride and remarkable handling ease. The tough medium/heavy chassis features straight-thru frame rails, clear top flanges and standard 34-inch spacing for easy body mounting.

CARGO Aerodynamics

It's a fact: as much as 50% of the horsepower required to move your truck down the road at legal highway speeds can be spent overcoming wind resistance. CARGO's superior air flow management minimizes that loss with aerodynamic design features that cut through the wind instead of your profits:

- Double curvature windshield
- Spoiler collar to deflect air around the body
- No external drip rails
- Aerodynamically engineered windshield pillars
- Bumper extension end caps
- Aerodynamically shaped mirrors and arms
- Flush door handles to minimize air drag

Traditional Ford Quality

From its built-tough frame to its contemporary European build, CARGO comes out of a long Ford tradition of quality based upon sound engineering excellence and manufacturing care. With CARGO Ford continues to put quality on the line.

Our philosophy: you can't repair quality into a truck; it has to be built into it at Job 1. Ford won't accept anything less. Why should you?

World-Class Value

CARGO is Ford's world-class entry into today's changing medium truck market, a market characterized by diesel power, bigger payloads, application versatility and economy of operation.

Ford CARGO meets these demands today — with solutions you weren't expecting until tomorrow.



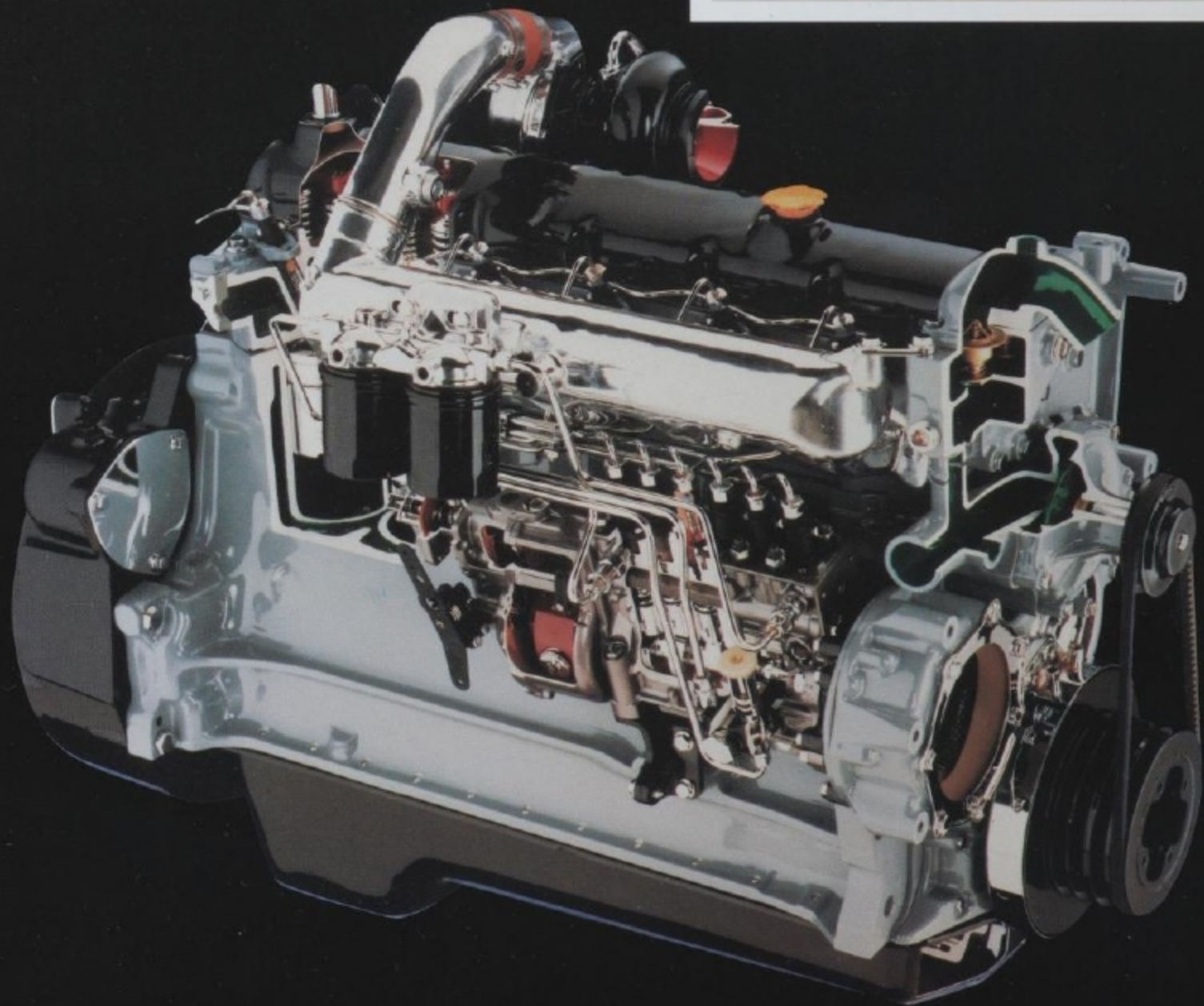
Ford 165hp Turbo Diesel Power

Ford-Designed And Ford-Built

Ford has been a pioneer in the development of diesel engine power. CARGO's 165 hp heavy-duty mid-range Turbo Diesel is the latest chapter in Ford's long and successful history of designing, engineering and manufacturing diesel-powered engines.

The Ford Turbo Diesel features a direct injection, advanced air management and combustion system design for increased fuel economy, a Garrett Turbocharger for improved power, and a Bosch Direct High Pressure Injection Fuel Pump for precise fuel delivery at all engine speeds. And it's rebuildable, adding to its potential resale value.

Like the CARGO that it powers, the new Ford Turbo Diesel has been designed to meet the worldwide industry need for performance, toughness, and low cost of ownership.



A World-Class Engine For A World-Class Truck

World-Tested... Customer-Tough

The engine is the key to your truck's overall performance. The Ford Turbo Diesel has been built to the same high standards of quality and toughness that have helped make Ford America's best-selling truck line. It's a world-class engine for a world-class truck.

And that's why the Ford Turbo Diesel has been world-tested across the widest possible range of applications and climatic conditions.

The result: a powerful mid-range diesel engine with turbo-charged response and excellent all-around performance. The Ford Turbo Diesel has **no application or mileage restrictions**.

Turbo Economy

Like the CARGO that it powers, the Ford Turbo Diesel makes low cost of ownership a pleasant fact of trucking life. The Bosch Direct Injection Fuel Pump combines with the Ford turbo diesel's advanced combustion system to maximize fuel economy under normal driving conditions.

Low cost of ownership is related to ease of maintenance. Ford Turbo's basic in-line configuration requires a minimum number of parts and allows ready component access for simplified service and reduced down time.

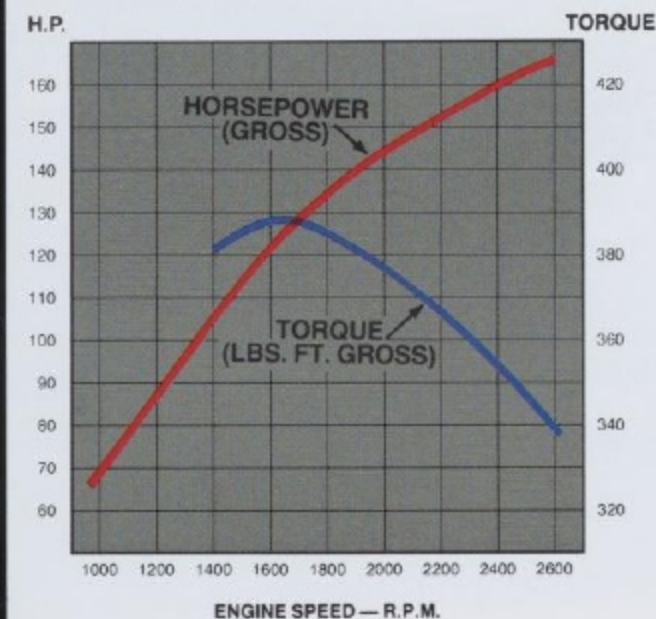
Other service design advantages include a high-specification valve train that ensures a low wear rate and maintains accurate valve clearance, and readily accessible spin-on oil filters.

Turbo Performance

The power and maximum torque of the Ford Turbo Diesel deliver world-class performance. Its 17% torque rise (23% for Calif. engine) produces remarkable pulling power at low engine speeds. This means easier hill climbing with fewer gear changes for less strain on the driver as well as reduced engine wear.

The Garrett Turbocharger has been designed for quick response with virtually no power loss at high altitudes, a definite advantage over naturally aspirated engines.

Horsepower Curve



Note: Chromed and painted engine parts are for display only.

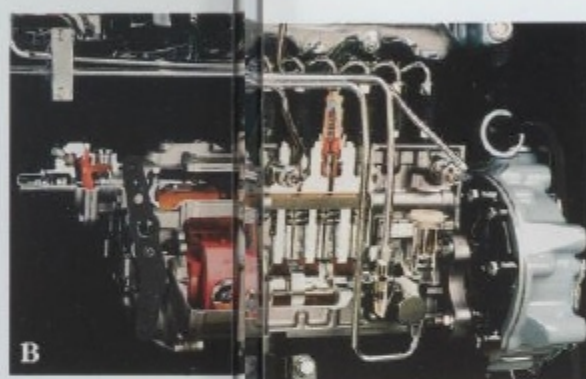
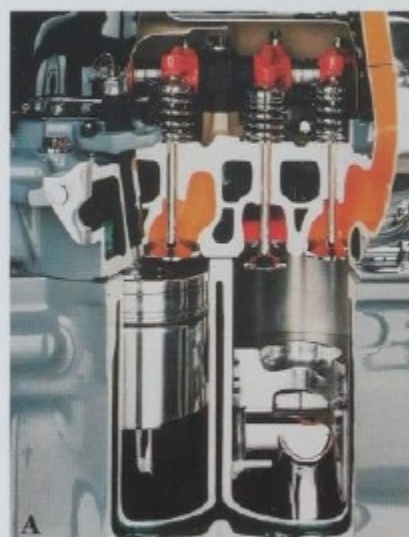


Ford Turbo Diesel 165HP Heavy-Duty Mid-Range Diesel Engine

General Specifications*

Type and number of cylinders	In-line 6
Air intake	Turbocharged
Fuel system	Direct injection
Bore and stroke (inches)	4.4 x 4.4
Displacement (liters/inches)	6.6L/401
Max. gross HP (bhp @ rpm) (SAE J1349)	165 @ 2600
Max. gross torque (lbs. ft. @ rpm)	388 @ 1600*
Torque rise	17%†
Compression ratio	17.0 to 1
Engine mounting	3-point rubber
Governor make	Bosch
Governor type	full-range mech. integ. w/inj. pump
Governed speed (rpm)	2600
Injectors	Bosch

*49 states. †410 @ 1800 for Calif. engine. ‡23% for Calif. engine.



Note: Chromed and painted engine parts are for display only.

Modern Components For Top Performance

Combustion System (A)

Large section inlet and exhaust manifolds, helical-type inlet ports and advanced piston bowl shaping create a highly turbulent air-fuel mixture resulting in very efficient combustion, fuel economy and exhaust emissions control.

Bosch Direct-Injection Fuel Pump (B)

The Bosch high pressure direct-injection fuel pump has been specifically tailored to provide precise fuel delivery at all engine speeds, resulting in consistent power, fuel economy and proven reliability. The P-Series pump is normally associated with linehaul diesels and, therefore, can be expected to provide extended life service.

Garrett Turbocharger (C)

The Garrett turbocharger has been designed and developed as an integral part of the new Ford turbo diesel engine. The precise matching of the turbo with a highly efficient combustion system provides excellent power and torque performance, even at high altitudes. The modular construction of the Garrett turbocharger requires minimum maintenance.

Plus Line-Haul Toughness

Extended Life Features

The Ford Turbo Diesel is a heavy-duty mid-range engine designed and built for long life, with rebuild features rivaling line-haul diesels.

- Single-piece engine block for added strength
- High-flow lubrication and filtration system for reduced engine wear
- Large crankshaft and connecting rod bearing surface areas for extended engine life
- Premium specification valve train for performance and strength
- High standard of thermal protection for cool running and reduced engine wear

Turbo's Rebuildable

Oil filters may be expendable. But your engine shouldn't be. That's why Ford designed the Turbo Diesel for rebuildability — a traditional value that can save you real money during high-mileage operations and at trade-in time.

- Cylinders can be bored at four intervals up to 0.040-inch oversize. Optional sleeving is available.
- Crankshaft journals can be ground at five intervals up to 0.040-inch undersize.
- Heads can be milled up to 0.020-inch. Valve seat inserts up to 0.030-inch oversize are available.
- Camshaft bearings are replaceable.
- Crankshaft seals, front and rear, are designed for convenient replacement.

Other readily available service parts include: oversize pistons, undersize connecting rod bearings, easily replaceable front and rear crankshaft seals, camshaft and pump bearings, and valve train elements.



CARGO May Be The Only Truck You'll Ever Need

World-Class Versatility

Name your job. CARGO's there to handle your needs. Metropolitan alleys, country roads, inner-city stop and go or highway hauling — there are no application or mileage restrictions on the tough, versatile Turbo Diesel engine. Drive it where you want, as far as you want. Not all competitors can make that claim.

Use CARGO anyway you want: pickup and delivery, van, beverage, platform, stake, reefer or tanker. CARGO is ready to work when you are.

Three wheelbases and cab-axle dimensions, plus a big 900,000 RBM frame rating (7,000 Series), provide the flexibility and strength for the most demanding applications.

World-class versatility combined with traditional Ford toughness — that's, CARGO. It's built to get the job done.

With 22 Work-Ready units to choose from (see page 19), ordering your CARGO with the exact componentry to suit your precise requirements is as easy as circling a code number.

Ford CARGO. It may be the only truck you'll ever need.



The Aerospace Feel Of Tomorrow

European Cab Design

From its bold, aerodynamic design to its spacious, fully trimmed "driver-friendly" interior, CARGO's European cab has captured the aerospace feel of tomorrow.

Doors that open a full 80°, low, non-slip steps, and grab handles at each end of the instrument panel make for easy entrance and exit. Once inside, there's plenty of space for the operator and two passengers — 73-inch shoulder and hip room is standard. The smartly contoured driver's seat has 7-inch fore-and-aft adjustment for individualized support. The 2-person passenger seat is deeply contoured for maximized comfort — and it folds forward for easy access to the cab storage area.

Space isn't limited to seating either. The large lockable glove box has two compartments with over 500 cubic inches of usable space for safe storage of personal items like travel logs, work gloves, and such.

See The Difference A Ford Makes

Take a look around and see the difference: CARGO's standard tinted-glass windshield and tinted strategic observation windows give the driver 290° field of vision — for excellent visibility when backing into loading docks and winding through crowded streets and alleys.

The height of the side glass and windshield depth provide outstanding upward and downward visibility so critical to inner-city operation.

CARGO's aerodynamic configuration together with integral deflectors help keep cab side windows and mirrors clean.

Driver-Friendly Instrument Panel

CARGO's easy to read instrument panel is entirely visible through the 2-spoke steering wheel, allowing the driver to keep his eyes on the road with only a quick, occasional glance at the gauges.

Controls are conveniently located within easy reach of the operator, contributing to driving safety.

The Fresh-Air Feeling

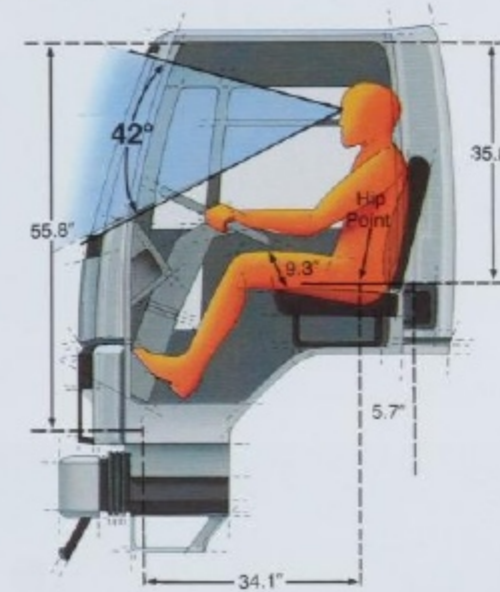
CARGO feels as fresh as it looks. Its climate control system, at 30 mph, completely recycles cab air every 20 seconds. Fresh air keeps drivers alert, improves productivity and helps to reduce fatigue.

Hearing Is Believing

Ford quality makes itself heard inside CARGO's incredibly quiet cab. In fact, at 55 mph in top gear, you may have to roll the windows down to hear the engine. With Ford CARGO, what you don't hear is what you get.



Forward-folding 2-person passenger seat allows easy access to cab storage area.



Comfortable, contoured seats are trimmed in hard-wearing cloth for long life.



CARGO's easy to read instrument panel and 500 cubic-inch lockable glove box highlight its contemporary driver-friendly interior environment.

Standard Cab Features

CARGO is a world-class truck inside and out, with popular features you don't have to choose — they're all standard.

Interior

- Assist Handles — LH & RH Side (*In-dash*)
- Ash Tray
- Cigar Lighter
- Dome Light and Courtesy Switch
- Padded Dash
- Sun Visors — LH & RH Side
- Heater and Defroster, Fresh Air
- Parking Brake On/Off Control w/Air or Hydraulic Brakes
- Seat Trim — Cloth
- Seats — Driver's, Individual Non-Suspension Type — Passenger's, Two Passenger Bench Type, Foldable
- Steering Wheel — 18" Soft Feel
- Stowage Pocket on Doors
- Coat Hooks — Two
- Glove Compartment, Lockable
- Armrest/Door Pull — Both Doors
- Cowl Fresh Air Vents — LH & RH
- Seat Belts — LH & RH, 3-Point Retractable — Center, 2-Point Non-Retractable
- Wheel Nut Wrench
- Key Check for Warning Lights
- Radio Prep. Package: — Radio Bracket — Speaker Wiring — Radio Cover Plate — Speaker Cover Plate
- Trip Odometer

Exterior

- Bumper — Full-Width Front w/Step, Steel, Painted
- Fender Mud Flaps
- Glass — Tinted All Around
- Horn — Single Electric
- Headlights — Halogen
- Mirrors — LH & RH w/Integral Convex
- Taillight Mounting — 36"
- Tow Pin — Front
- Turn Signal Lights — Front, Grille Mounted
- Five Cab Clearance and Identification Lights
- Vent — Roof
- Windows — a Large Observation Window in either Door
- 2 Large Windows Back of Cab
- Windshield — Laminated Safety Glass; Tempered All Other Glass
- Windshield Wipers and Washers — Two-Speed Electric with Intermittent Feature



CARGO's shorter overall length (2 feet less than a conventional truck with the same CA) and set-back front axle provide improved maneuverability and better load distribution.

Traditional Ford Toughness

CARGO — A New Idea Built On Proven Components

Ford means real business when it comes to bottom line results. CARGO's design may be new, but it's built in the Ford Tough tradition, on the same chassis and driveline components that have taken other Ford trucks to the top of their class.

Standard CARGO chassis features include: Straight-thru frame rails with smooth top flanges for easy body mounting • Extra long front and rear springs • Standard front shock absorbers and stabilizer bar for improved handling and ride • Air-assisted hydraulic brakes with full-air features at hydraulic prices like spring-set rear wheel parking brake that holds your truck on a 20% grade • Radial tires • Front disc brakes.

Corrosion Protection: 36-Month/Unlimited Mileage Limited Warranty Coverage

Ford protects your valuable CARGO down deep where corrosion begins — and backs it with **36-month/unlimited mileage limited warranty coverage**. Sealers, cavity waxes and zinc-coated steel are used in critical areas. Cabs are fully immersed in primer and a high-voltage electrical charge bonds the primer to the metal. Cavity wax in doors, A-pillars, quarter panels and underbody members protects against residual corrosion-producing moisture.

Baked-On Acrylic Enamel Finish

For a brilliant long-lasting finish, Ford uses carefully controlled high quality baked-on acrylic enamel paints. And special vinyl spray for the underside of fenders and floor pan protects against stone and road damage, helping to keep that paint looking new right up to trade-in for increased resale value.



More Payload In Tighter Spaces

CARGO's big wheelbases are designed to accommodate the longer bodies increasingly in demand among operators looking for new ways to increase payload without sacrificing cost. CARGO's impressive payload capacity supports low cost of ownership by decreasing handling costs per unit of loading.

As an added benefit, CARGO's set-back front axle and shorter overall length allow for greater transfer of payloads to the front axle. This is a special advantage in applications where weight laws place loading restrictions on rear axles.

All this plus greater maneuverability. CARGO's tight turning diameter (51.6 feet) — nearly 15 feet shorter than a conventional medium-duty truck — means improved performance with faster trip times.

Low Cost Of Ownership

Service Ease

The cost of operating a business is high. That's why Ford set out to keep the cost of owning a CARGO low.

CARGO's cab not only looks futuristic, but is designed to set futuristic standards for maintenance and serviceability ease — standards that can save you money in reduced down time.

Notice how the quick-release full-width front panel provides instant access to normal, everyday maintenance items such as:

- Clutch master cylinder and fluid reservoir — easily removable without dismantling the pedal assembly
- Windshield washer reservoir and pump
- Brake control valve
- Air gauge connections
- Windshield wiper motor and linkage
- Heater assembly and water connections — the complete heater unit can be easily removed for servicing.

The grille can be speedily removed, exposing the front cab mounts, heater hoses, lamps, horn, throttle cable and electrical connectors.

Easy access (without tilting the cab) is provided behind the cab to the oil and fuel filters, the cooling system remote tank, the oil level dipstick and fuel-water separator.

50° Tilt Cab

With CARGO, routine under-cab service access is made simple. An ingenious counterbalance allows one person to tilt the cab a full 50° (40° is standard; 50° by releasing quick-pull bolts) with no more effort than it takes to replace the Turbo Diesel's spin-on oil filter.



Ford Full Parts And Service Support

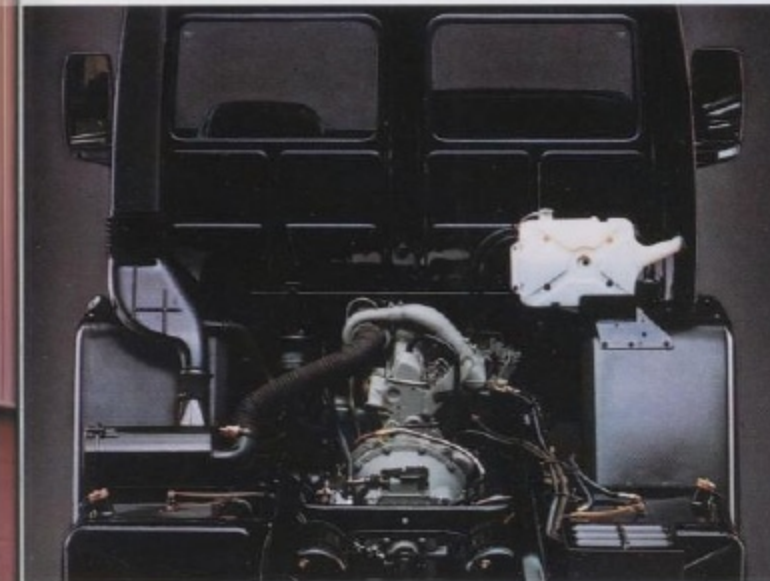
Ford backs your CARGO with a network of parts and service centers supporting 259 Ford Heavy Truck dealers nationwide.

Ford Parts and Service Division also provides technical service training and publications, special service tools and equipment, and technical service assistance.

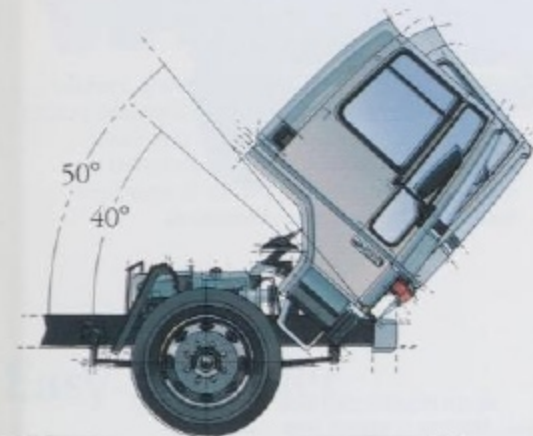
CARGO Limited Warranty Protection

ITEM	WARRANTY PERIOD MONTHS	WARRANTY PERIOD MILES	OWNER CONTRIBUTION PARTS	OWNER CONTRIBUTION LABOR
BASE VEHICLE	12	Unlimited	No Charge	No Charge
ENGINE	24	Unlimited	No Charge	No Charge
DRIVETRAIN	24	Unlimited	50%*	50%*
FRAME	60	Unlimited	50%*	50%*
CAB CORROSION PROTECTION	36	Unlimited	No Charge	No Charge

*Owner contribution toward these items is pro-rated between the base vehicle warranty period and the warranty period of the item. Ask to see this warranty when you visit your Ford Dealer.



Behind-the-cab location of items like the cooling system recovery tank and oil level dipstick simplifies routine system checks.



CARGO cab tilts a full 50°.



CARGO's full-width front grille is easily removed, providing quick access to routine maintenance items.

CARGO Specifications

SERIES		6000	7000
GVW RATING LBS.		26,500	29,500
GCW RATING LBS.		None	
AXLES — FRONT	Std.	9,000 lb.	12,000 lb.
— REAR	Std.	17,500 lb., Single Speed, 4.88	19,000 lb., Single Speed, 4.88
	Opt.	17,500 lb., Two Speed, 4.88/6.80	19,000 lb., Two Speed, 4.88/6.80
AXLE EQUIPMENT	Std.	Power Steering	
	Std.	Front Shock Absorbers	
	Std.	Front Stabilizer Bar	
BRAKES	Std.	Split Power-Air Assisted Hydraulic — Disc Front, Drum Rear	
	Opt.	None	Full Air
BRAKE EQUIPMENT	Std.	Air Compressor — 9.5 CFM	
	Std.	Parking Brake — spring set	
ELECTRICAL	Std.	Alternator, 60 amp, 900 watt	
	Opt.	Alternator, 75 amp. — 1125 watt	
	Std.	Battery, low maintenance, 2 — 12 volt 535 CCA (63 Amp. hr.)	
	Opt.	Battery, low maintenance, 3 — 12 volt 535 CCA (63 Amp. hr.)	
ENGINE	Std.	Ford Turbo Diesel-165 HP	
ENGINE EQUIPMENT	Std.	Clutch — 14" Single Plate, Full-type	
	Std.	Fan Clutch, Viscous	
	Std.	12 Volt Starter	
	Opt.	Engine Shutdown System	
	Opt.	Ether Cold Start	
FRAME	Std.	10.2 SM — 510,000 RBM	153" WB 10.2 SM — 510,000 RBM 171" & 189" WB 18.0 SM w/Inv. "L" Reinf. — 900,000 RBM
FUEL TANK	Std.	40 gal. FHWA Rectangular, R.H.	
	Opt.	Dual 40 gal. FHWA Rectangular, R.H., L.H.	
SPRINGS — FRONT	Std.	9,000	11,000
COMBINED RATING @ GROUND (LBS.) — REAR	Std.	17,500	18,500
TIRES	Std.	010Rx22.5 — 14PR Tubeless Radial	
WHEELS	Std.	22.5 x 7.5 — 8 hole, Disc	22.5 x 7.5 — 10 hole, Disc
WHEEL SEALS — FRONT	Std.	Unitized	
— REAR	Std.	Two-Piece Wet Type	
TRANSMISSIONS	Std.	5-Speed Manual Direct, Synchronized 2-5*	
	Opt.	4-Speed Automatic (with single-speed rear axle)	
UNIVERSAL JOINTS	Std.	1550 Size	

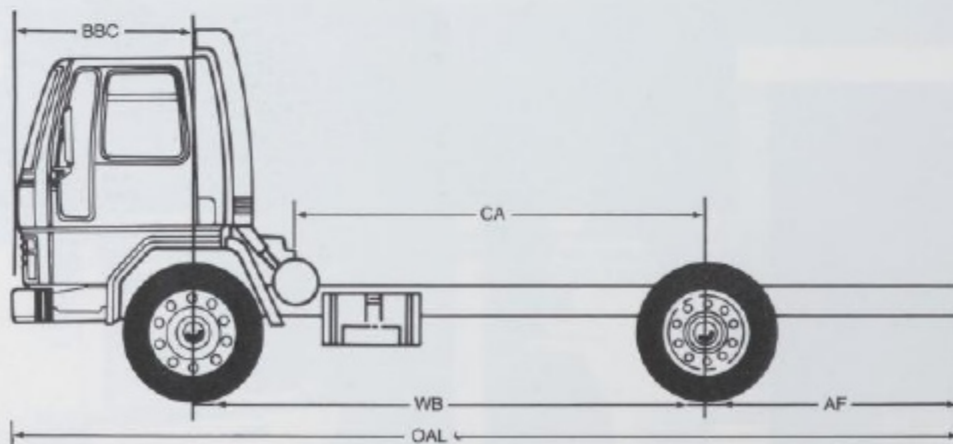
*Wide Ratio with single-speed rear axle; Soft Fourth with two-speed rear axle.

Dimensions

CARGO Dimensions—Inches

WB	BBC*	CA	AF	OAL
153	82.7	123	80	286
171	82.7	141	86	310
189	82.7	159	92	334

*Effective BBC



Options Availability

Options displayed or described in this catalog are available at extra cost and may be offered in combination with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

Product Changes

Ford Truck Operations reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations and Ford assumes no responsibility for their use.

Federal Regulations

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health 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.

"Ask Your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.

Work-Ready Trucks

Ordering a pre-engineered, pre-priced CARGO is easy. Twenty-two Work-Ready units, in both the 6000 and 7000 Series are available for speedy delivery. Tell us about your job; chances are we've already made your truck.

With Work-Ready CARGOs, you get the right powertrain, frame, axles and springs for your exact vocational needs. And you get them fast.



Easy To Order

WORK-READY CODE	6000-SERIES						7000-SERIES							
	601	602	603	604	605	606	F01	602	603	604	605	606	607	608
WHEELBASE/CA														
REAR AXLE														
TRANSMISSION														
BRAKES														
ENGINE EQUIPMENT —														
WORK-READY CODE														
75 AMP. ALTERNATOR														
THREE 535CCA BATTERIES														
DUAL 40-GALLON TANKS														
ETHER COLD START														



Now More Than Ever
Ford Means Business
In Big Trucks



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FORD CARGO

TRUCK OPERATIONS

