

FREE SAMPLE

The opening pages of

1967 Ford F-Series Bumpside Restoration Guide

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Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

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RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

1967 Ford F-Series Bumpside Restoration Guide

Model Years 1967

Model year	1967 - first year of the Bumpside (5th generation)
Engines	240 I6, 300 I6, 352 FE V8 (352: 1967 only)
Trim ladder	Base / Custom Cab / Ranger
Air conditioning	Dealer-installed only (factory A/C starts 1968)
Side markers	None - a one-year identifier
VIN format	11-character warranty number

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

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How This Guide Works

This is a **single-year restoration** guide for the 1967 Ford F-Series - one year of the fifth generation (1967-1972), the trucks nicknamed “Bumpside” for the sculpted side spear that runs the length of the body. The year gets its own guide because that is how Ford built it: grille, trim, engine menu, and details changed every year, and a factory-correct restoration has to match the year on the warranty plate, not the generation average. Specifications were checked against the Ford Master Parts Catalog data published by FORDification, the LMC Truck identification references, and period Ford literature. Where sources disagree, this guide prints the disagreement instead of guessing.

Scope. Covers 1967 F-100, F-250, and F-350 light-duty pickups and chassis-cabs. Medium-duty F-500 and larger trucks use different series and engines and are outside this guide.

Where 1967 sits in the run

- Coming in: an all-new generation: the cab is about 3 inches wider than the 1961-66 truck’s and the frame is heavier; grille, exterior trim, interior fittings, and engine choices are unique to this year.
- Leaving: 1968 adds federally required side-marker reflectors, replaces the 352 with the 360 and 390, and brings the first factory-installed air conditioning. Nothing from a 1968 should be back-dated onto a 1967 without checking this register.

Platform Snapshot

Fact	Detail
Model year	1967 (Bumpside year 1 of 6)
Body styles	Regular-cab pickup (Styleside or Flareside bed); chassis-cab
Drive	2WD (F10/F25/F35) and 4WD (F11/F26)
Engines	240 I6; 300 I6; 352 FE V8
Transmissions	3-speed column-shift manual; C4/C6 automatics; NP435 4-speed (F-250/F-350)
Transfer case (4x4)	Dana 21 single-speed
Front suspension (2WD)	Twin I-Beam independent with coil springs
Rear axle (F-100)	Ford 9-inch
Brakes	Four-wheel drums; power brakes optional

The 1967 Register - What Makes a 1967 a 1967

- First year of the fifth-generation body: wider cab, heavier frame, and the sculpted side spear that gives the generation its Bumpside name.
- The 352 FE is the only V8 and 1967 is its last year in the F-Series. There is no 360, no 390, and no 302 in a factory-built 1967 - an engine code H or G on a “1967” plate means the plate or the engine is not original.
- NO side-marker lights or reflectors - the federal marker requirement had not yet taken effect. Markers on a 1967 are a later addition or swapped sheet metal.
- Trim ladder is Base, Custom Cab, and Ranger. There is no Sport Custom and no Ranger XLT yet.



- Air conditioning, where fitted, is a dealer-installed unit; factory-installed A/C does not arrive until 1968.
- Grille, exterior trim, and interior cab fittings are 1967-specific in detail - the generation's most one-year-only truck. Verify every trim piece against 1967 references before buying.
- Base trucks wear a painted steel grille; the bright anodized grille comes with the Custom Cab package or Ranger trim.

VIN and Warranty-Plate Decoding

1967 Ford trucks carry an 11-character warranty number: the **first three** characters are the series, the **fourth** is the engine, the **fifth** is the assembly plant, and the **last six** are the consecutive unit number. The warranty plate on the driver's door also carries paint, trim, axle, and transmission codes - always decode the plate, not just the number.

Code	Series (1967)
F10	F-100 2WD pickup
F11	F-100 4WD pickup
F25	F-250 2WD pickup
F26	F-250 4WD pickup
F35	F-350 2WD pickup

4th digit	Engine (1967)
A	240 cu in inline-6
B	300 cu in inline-6
Y	352 FE V8 (1967 only)
1 / 2	Low-compression DSO variants: 240 / 300

Engines

Engine	Family	Notes
240 I6	Ford I6	Base engine; 1-bbl carburetor
300 I6	Ford I6	Heavy-duty six option
352 V8	FE	2-bbl; final year in F-Series

Reading Ford casting and date codes

- Ford engineering numbers read as decade + year + car line + part type: e.g. C8TE means 1960s (C) + 8 (1968) + Truck (T) + Engineering (E).
- Date codes are alphanumeric: a letter for the month, one or two digits for the day, a digit for the year (e.g. 8A12 = January 12, 1968).
- FE blocks carry the displacement-era engineering number on the block skirt; match it against the warranty plate's engine digit before paying a big-block premium.