

FREE SAMPLE

The opening pages of

1968 Ford F-Series Bumpside Restoration Guide

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so you can judge the depth before you spend a dollar.

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RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

1968 Ford F-Series Bumpside Restoration Guide

Model Years 1968

Model year	1968 - the year the markers and the big FEs arrive
Engines	240 I6, 300 I6, 360 FE, 390 FE (new)
New this year	Side-marker reflectors; factory-installed A/C
Trim ladder	Base / Custom Cab / Ranger
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 1968 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 1968 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 1968 sits in the run

- Coming in: the 1967 launch truck - 352 V8, no side markers, dealer-installed air conditioning only.
- Leaving: 1969 brings a new grille, the mid-year arrival of the 302 small-block, and the end of the Low GVWR versions. A 1969 grille or a 302 in a “1968” means swapped parts.

Platform Snapshot

Fact	Detail
Model year	1968 (Bumpside year 2 of 6)
Body styles	Regular-cab pickup (Styleside or Flareside); chassis-cab
Drive	2WD (F10/F25/F35) and 4WD (F11/F26)
Engines	240 I6; 300 I6; 360 FE; 390 FE (2WD only)
Transmissions	3-speed manual; C4/C6 automatics; NP435 4-speed
Transfer case (4x4)	Dana 21 single-speed
Brakes	Four-wheel drums; power brakes optional

The 1968 Register - What Makes a 1968 a 1968

- Side-marker reflectors appear, as federal rules now require them: Ford redesigned the hood emblems to incorporate reflectors and added reflectors at the rear of the bed (lower bed side panels). Clean 1968 fenders and beds have the marker provisions; 1967 panels do not.
- The 352 is gone. In its place: the 360 FE (code Y) and the 390 FE (code H) - the generation's big-engine era starts here. The 390 is factory-fitted to 2WD trucks only.
- First year of factory-installed air conditioning (earlier units were dealer-installed).
- Interior fittings changed under the new safety standards: heater controls, armrests, interior door handles and window cranks, and the upper trim moulding on equipped models all differ from 1967 - do not mix 1967 interior hardware into a 1968 restoration.
- The 1968 grille differs from 1969 in one detail restorers use to date a truck: the 1969 center bar carries a depression along its length; the 1968 bar does not.



VIN and Warranty-Plate Decoding

1968 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 (1968)
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 (1968)
A	240 cu in inline-6
B	300 cu in inline-6
Y	360 FE V8 (new)
H	390 FE V8 (new; 2WD only)
1 / 2 / 8	Low-compression DSO variants: 240 / 300 / 360

390 restriction. Ford did not install the 390 in factory 4x4 trucks in this generation. A 4WD truck wearing a 390 left the factory with a 360 (or a six) - the 390 was swapped in later.

Engines

Engine	Family	Notes
240 I6	Ford I6	Base engine; 1-bbl
300 I6	Ford I6	Heavy-duty six option
360 V8	FE	2-bbl; the volume FE in trucks
390 V8	FE	2WD only from the factory

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.