

FREE SAMPLE

The opening pages of

1969 Ford F-Series Bumpside Restoration Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

full guide: <https://restoreessentials.com/product/RE-GD-1969-FORD-F-SERIES-BUMP>

RestorationEssentials — instant PDF download after checkout.



RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

1969 Ford F-Series Bumpside Restoration Guide

Model Years 1969

Model year	1969 - new grille; the 302 arrives mid-year
Engines	240, 300, 360, 390; 302 V8 from mid-1969
Grille	New design; center bar has a lengthwise depression
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.

Published by RestorationEssentials



How This Guide Works

This is a **single-year restoration** guide for the 1969 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 1969 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 1969 sits in the run

- Coming in: the 1968 specification: 360/390 FEs in place, side markers fitted, but no 302 and a grille whose center bar is smooth.
- Leaving: 1970 is the mid-cycle update - a completely new grille, Sport Custom and Ranger XLT trims, and a one-year-only instrument cluster. Almost nothing ahead of the windshield interchanges casually with a 1969.

Platform Snapshot

Fact	Detail
Model year	1969 (Bumpside year 3 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; 302 V8 (mid-year, 2WD); 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 1969 Register - What Makes a 1969 a 1969

- New grille design. Against 1968: the 1969 center bar has a depression running along its length; the 1968 bar is smooth. That one detail dates the grille.
- The 302 Windsor V8 (code G) arrives MID-YEAR as an option on 2WD pickups - the first small-block V8 in the F-Series. An early-1969 truck cannot have a factory 302; a late one can. Check the build date before judging a G-code truck.
- Mid-year, all trucks switch to a bright aluminum grille - before the switch, base models wore a painted grille. Both are correct on a 1969, depending on build date.
- Three special models were marketed this year - Contractor Special, Heavy Duty Special, and Farm & Ranch Special - bundling heavy-duty springs, battery/alternator upgrades, step bumpers, and (Contractor) an under-hood power pack.
- The Low GVWR versions, offered through 1968, are discontinued after the 1968 models.



- The rebadged Mercury M-Series (Canada) is discontinued after 1968 - there is no factory 1969 Mercury twin.
- From 1969 the chrome bumper joins the Custom Cab / Ranger packages; after 1969 the painted bumper and grille are no longer offered.

VIN and Warranty-Plate Decoding

1969 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 (1969)
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 (1969)
A	240 cu in inline-6
B	300 cu in inline-6
G	302 V8 (mid-1969 on; 2WD)
Y	360 FE V8
H	390 FE V8 (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
302 V8	Windsor	2-bbl; mid-1969 on, 2WD pickups
360 V8	FE	2-bbl; volume FE
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).