

FREE SAMPLE

The opening pages of

1971 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

1971 Ford F-Series Bumpside Restoration Guide

Model Years 1971

Model year	1971 - emissions arrive; trim and details only
Engines	240, 300, 302, 360, 390 (all with vapor control)
Grille	New shell; inserts with two vertical bars per side
Trim ladder	Custom / Sport Custom / Ranger / Ranger XLT
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 1971 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 1971 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 1971 sits in the run

- Coming in: the 1970 update truck - same new face, but a shallower grille shell, different inserts, and a one-year instrument cluster with a narrower harness plug.
- Leaving: 1972 is the final Bumpside year: full emission controls, a heavier 4x4 front axle, and grille inserts that differ from 1971 in bar count.

Platform Snapshot

Fact	Detail
Model year	1971 (Bumpside year 5 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; 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 1971 Register - What Makes a 1971 a 1971

- All trucks receive a fuel-tank vapor (evaporative emission) control system; California trucks also receive an exhaust emission control system. A factory-correct 1971 restores the vapor system - canister, lines, and sealed cap - rather than deleting it.
- Grille: a redesigned all-aluminum shell (deeper than 1970) with new plastic inserts carrying TWO vertical bars and a single horizontal bar with a chrome strip, per side. One version for all models.
- 1971 and 1972 inserts interchange with each other, but each year's insert is side-specific - left and right pieces do not swap (unlike the side-interchangeable 1970 inserts).
- Instrument cluster changes with the shell: the 1971-72 harness plug is 2-1/4 inches wide with a different pin-out from 1970. A 1970 cluster does not work here.
- Otherwise a carryover year: minor trim and upholstery changes only. Engines, transmissions, and chassis are as 1970 - which makes originality a matter of details, not hardware.



VIN and Warranty-Plate Decoding

1971 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 (1971)
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 (1971)
A	240 cu in inline-6
B	300 cu in inline-6
G	302 V8
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; vapor control fitted
300 I6	Ford I6	Heavy-duty six option
302 V8	Windsor	2-bbl
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).
- 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.