

FREE SAMPLE

The opening pages of

1972 Ford F-Series Bumpside Restoration Guide

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Factory-Correct Restoration Reference

1972 Ford F-Series Bumpside Restoration Guide

Model Years 1972

Model year	1972 - final Bumpside year
Engines	240, 300, 302, 360, 390 (emission controls on all)
Grille	1971 shell; inserts with one vertical bar per side
New series code	F37 - F-350 2WD chassis-cab
4x4	New 3,300-lb-rated front axle
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 1972 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 1972 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 1972 sits in the run

- Coming in: the 1971 truck - same shell and cluster, but inserts with two vertical bars per side and no F37 series code.
- Leaving: the end of the line: the 1973 Dentside redesign replaces the Bumpside. A 1972 is restored as a 1972 - the last-year details below are exactly what separates it from a 1971.

Platform Snapshot

Fact	Detail
Model year	1972 (Bumpside year 6 of 6 - final year)
Body styles	Regular-cab pickup (Styleside or Flareside); chassis-cab
Drive	2WD (F10/F25/F35/F37) 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 1972 Register - What Makes a 1972 a 1972

- Final Bumpside year - the generation ends here and the Dentside follows for 1973.
- All engines now carry emission control systems (the 1971 vapor system was the first step; 1972 completes the rollout). Restore the equipment the truck was built with.
- Grille inserts differ from 1971 in bar count: a single horizontal and a single VERTICAL bar per side (1971: two vertical bars). The shells are the same; the inserts are the year tell. Inserts are side-specific.
- Four-wheel-drive trucks get a new 3,300-lb-rated front axle.
- A cold-weather package is offered: engine block heater, larger battery, higher-output alternator, and a limited-slip rear axle.
- The F37 series code (F-350 2WD chassis-cab) joins the warranty-number roster - a code that exists only in 1972 in this generation.



Printed as a conflict. One secondary history credits 1972 with an “Explorer” top trim. The catalog-based trim ladder for 1972 is Custom / Sport Custom / Ranger / Ranger XLT, and the Explorer name belongs to a special package, not the ladder's top rung. This guide follows the catalog ladder; verify any “Explorer” claim against the truck's own warranty plate and build documentation.

VIN and Warranty-Plate Decoding

1972 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 (1972)
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
F37	F-350 2WD chassis-cab (1972)

4th digit	Engine (1972)
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
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