



Phone: 905-317-7154

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1970 Ford F100 Pick Up Truck

Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. The appraisal should satisfy the requirements of the classic and collector car insurance industry of Ontario.

The appraisal is provided to help the owner and insurance company in substantiating the OPCF 19A ("Agreed value") and not the ACV ("Actual Cash Value") of the vehicle prior to possible claims of damage or loss. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required by the insurance company.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1= very best 2= very good 3= average 4= Good 5= poor and 6= parts car. The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in this appraisal once it has been accepted and forwarded to the insurer for a 19A policy. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses. All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner.

This Appraisal has not been developed for resale purposes or any other purpose except for insurance company in substantiating the OPCF 19A or a 19 policy.

### **Owners**

As owners you are responsible for having the proper coverage on your classic or custom car.

Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at [WWW.dpconsult.ca](http://WWW.dpconsult.ca)

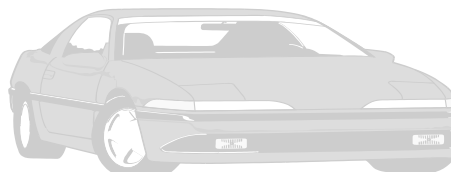
**Please Note Provincial Sales taxes have not been added to the final appraised Value of this Vehicle .**

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**Customers Name** \_\_\_\_\_ **Address** \_\_\_\_\_ **Town Toronto Province Ontario Country Canada**

**\_ Phone** \_\_\_\_\_ **Postal code** \_\_\_\_\_ **Vehicle Year** 1970 **Vin Number** \_\_\_\_\_ **Brand** Ford

**Model** F 100 Pick-Up Truck **Body Style** 2 Door LWB **Body Colour** Green White **Interior** Green **Mileage** 73,375



Miles

| Body Condition      | Exle | Aver | Poor | Comments | Body Condition       | Exle | Aver | Poor | Comments |
|---------------------|------|------|------|----------|----------------------|------|------|------|----------|
| Roof                |      | X    |      |          | Grill                |      | X    |      |          |
| Rear deck lid /Box  |      | X    |      |          | Hood                 |      | X    |      |          |
| Rear tail light     |      | X    |      |          | Front light          |      | X    |      |          |
| Left front Fender   |      | X    |      |          | Right front Fender   |      | X    |      |          |
| Left front door     |      | X    |      |          | Right front door     |      | X    |      |          |
| Left rear door      |      |      |      |          | Right rear door      |      |      |      |          |
| Left rear quarter   |      | X    |      |          | Right rear quarter   |      | X    |      |          |
| Left side Windows   |      | X    |      |          | Right side Windows   |      | X    |      |          |
| Rear window         |      |      |      |          | Winshield            |      | X    |      |          |
| Left Side tire wear | 90%  |      |      |          | Right Side tire wear | 90%  |      |      |          |
| Rear Bumper         |      | X    |      |          | Front bumper         |      | X    |      |          |

| Interior Condition | Exel | Aver | Poor | Comments | Mechanical Condition | Exel | Aver | Poor | Comments |
|--------------------|------|------|------|----------|----------------------|------|------|------|----------|
| Front Upholstery   |      | X    |      |          | Engine Running       |      | X    |      |          |
| Rear Upholstery    |      |      |      |          | Engine Visual        |      | X    |      |          |
| Carpeting          |      |      |      |          | Transmit ion         |      | X    |      |          |
| Dash               |      | X    |      |          | Clutch               |      |      |      |          |
| Interior panels    |      | X    |      |          | Exhaust              |      | X    |      |          |
|                    |      |      |      |          | Steering             |      | X    |      |          |

| Option List        | Yes | No | Option List            | Yes | No | Option List          | Yes | No |
|--------------------|-----|----|------------------------|-----|----|----------------------|-----|----|
| Power Steering     | X   |    | Power locks            |     |    | Traction Control     |     |    |
| Power Brakes       |     |    | Power Trunk            |     |    | Anti lock Brakes     |     |    |
| Leather Upholstery |     |    | Automatic transmit ion | X   |    | Over Drive           |     |    |
| Bucket seats       |     |    | Manual Transmit ion    |     |    | Tilt Wheel           |     |    |
| Power mirrors      |     |    | Power seats            |     |    | Cruise control       |     |    |
| Power windows      |     |    | Power doors            |     |    | Alarm System         |     |    |
| Chrome Wheels      |     |    | Running boards         |     |    | Driving lights       |     |    |
| Traction control   |     |    | Trailer tow package    |     |    | Rear back up sensing |     |    |
| Privacy Glass      |     |    | 4 wheel drive          |     |    |                      |     |    |

| Engine size/ Number of Cylinders Fuel type |  |        |   | Over all condition |   |             |  | Appraised value |   |       |  |                    |  |
|--|--|--------|---|--------------------|---|-------------|--|-----------------|---|-------|--|--------------------|--|
| 3 Cyl                                      |  | 8 Cyl  | X | Gas                | X | Natural Gas |  | Excellent       |   | Poor  |  | <b>Whole Sale</b>  |  |
| 4 Cyl                                      |  | 10 Cyl |   | Diesel             |   | Dual Fuel   |  | Above Average   |   | Rough |  | <b>Retail Aver</b> |  |
| 6 Cyl                                      |  | 12 Cyl |   | Propane            |   |             |  | Average         | X |       |  | <b>Retail High</b> |  |

Comments \_\_\_\_\_

See Next Pages For Details

Appraised By Daniel Sporbeck Business Number 120798590\_ Signature \_\_\_\_\_

Date \_\_\_\_\_

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## **Bibliography and Reference Martial:**

**Auto Trader publication On line**  
**Nada Appraisal Guide**  
**Barrett Jackson Auction Results**  
**Collector Car Trader On Line**  
**RM Auction Results**  
**Owners Records**  
**Ford Archives**  
**Company Records**  
**Hemmings Collectible Value Guide**

## **Summary:**

This is an appraisal for a 1970 Ford F100 LWB Pick up truck . The first impression of this truck is good the truck shows well very original Arizona Truck . The owner has some documentation and history for the truck . This truck never winter driven always stored in side under cover . This truck looks to be all steel Body . The truck shows pride of ownership. I rate this car as a # 3.5 quality truck. Presentable inside and out with some signs of wear. Not detailed but very clean. Body should be straight and solid with no apparent rust and absolutely no rust-through anywhere. Paint may have evidence of minor fading or checking or other imperfections. Runs and drives well. May need some minor mechanical or cosmetic work but is fully usable and enjoyable as is. Ford trucks were also badge-engineered and sold as Mercury trucks. The Mercury trucks first appeared in April, 1946 because of Ford of Canada's postwar marketing strategy. More lower-priced cars were sold in Canada than in the United States because of the slightly lower standard of living, not to mention whopping sales and excise taxes that added almost 20 percent to the sticker prices across the border. This gave the Canadian Lincoln-Mercury dealers a broader range of cars that reached into the low-price market, they sold the Meteor, a Mercury-ized Ford. To counter any sales advantage from Lincoln-Mercury dealers' broader range, Ford dealers got the upscale Monarch, a Mercury clone. Because smaller Canadian towns had either a Ford-Monarch or Lincoln-Mercury-Meteor dealer, but not both, the L-M-M network got the Mercury truck. Canadian-made Ford and Mercury trucks differed, for the most part, only cosmetically. Many years it was just "Mercury" versus "Ford" letters on the hoods and pickup tailgates, plus distinctive medallions that set them apart. Often there was a bit more glitz on the Mercury trucks, in keeping with their slightly-more-upscale image. As far as the dash plastic moulding in 48-50, only the Mercury had a kind of gray marble look, where Ford was tan in color. But occasionally there were distinctly-different grille layouts. For instance, like the American-built Ford trucks, Ford of Canada's 1946-47 pickups were warmed-over pre-war models, but the Mercury trucks were treated to a heavily-chromed grille and bumper treatment, compared to the Ford's plain looks.

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Ford's first all-new postwar vehicle was a truck and not a car. Ford trucks got all-new sheet metal for 1948. Ford, Mercury, Lincoln.... and in Canada, Meteor and Monarch.... cars were all-new for model year 1949. Incidentally, while the new Monarch name plate appeared in 1946, the Meteor debuted in 1949. Before that, Canadian L-M dealers sold a Mercury-based Mercury 118 (for its 118-inch wheel base) and a Ford-based Mercury 114 (for the Ford's 114-inch wheel base). In 1948, Ford (USA) introduced the F-1, F-2, F-3, etc. truck nomenclature. Ford of Canada took a modified tact. It used an "M" for the Mercury, in the place of the "F," but the numeral stood for the truck's Gross Vehicle Weight rating, less the zeros. Thus, a Mercury M-68-designated 6800 pound GVW-corresponded to a Canadian Ford F-68. It got back in step in 1953 when Ford switched to the current F-100, F-250, F-350 numbering scheme with parallel M-100, M-250, M-350 designations for the Mercury .The mechanicals of both Canadian built truck brands were virtually identical. Because of a smaller Canadian market, Ford of Canada roughly sold one-tenth as many trucks as its US parent. Canadian buyers had a smaller menu to choose from in terms of models, ratings and power-plants. While American Fords got an all-new overhead valve V8 in 1954, the venerable flathead V8 soldiered on for another year in Canadian Fords, Meteors, and Mercury trucks. Until 1956, only V8 engines were installed in all Canadian Ford cars and trucks, since no six-cylinder Ford engines were produced in Canada until the 223- cid six appeared in 1956. Third Generation 1957 – 1960 .1957 - Ford's F-Series trucks now sported a completely new look that was more square and modern, while at the same time featuring a wider cab, hidden running boards, flush-mounted front fenders, and a wider, full-width hood. The 1957 model year also brought a choice of two pickup beds: the traditional Flareside, with a narrow bed and attached rear fenders, and the new Styleside, with straight-through fenders. A straight-sided bed was nothing new to the industry, but unlike other manufacturers, Ford offered its Styleside pickup box at no extra charge. pickup beds were offered in 6-1/2 and 8-foot lengths for the 1957 Ford F-Series trucks. Engine choices included a 223-cubic-inch six, with 139 horsepower, and a 272-cid V-8 with 171 hp. 1958 - nearly all Ford trucks were restyled to accommodate quad headlights. For the F-Series trucks, that meant a restyled grille -- which they had been getting every year anyway. But the big change -- literally -- was a new line of heavier-duty model trucks called Super Duty, which came equipped with new V-8 engines of up to a whopping 534 cubic inches. By this time, interiors were beginning to show some style themselves, with contoured dashboards and car-like instrument panels. 1959 - For the first time in Ford history, a light-duty truck buyer could buy a factory-built 4x4 Ford truck. Previously, Ford trucks had been converted to four-wheel drive by outside manufacturers such as Marmon-Herrington, Napco, or American-Coleman. Although more buyers still chose the 6-1/2 foot bed for their F-100 trucks, the 8-foot bed was gaining in popularity and would eventually surpass its shorter sibling in sales. Likewise, the smooth-sided Styleside bed sales would soon top those of the "traditional" Flareside. 1960 - Ford trucks would have the same body for 1960, but the grille would extend down to the bumper and was joined by slots in the hood's leading edge.

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Fourth Generation 1961 – 1966 Due to poor market reception, and rumors that overloading caused the doors to jam shut, the unibody trucks were dropped midway through 1963. The result was that some 1963 trucks use the bed from the 1960 and '61 style. The 1963-64 models differ in appearance from the later models of the fourth generation in that the turn signals are in the grill, and in the 65-66 models the turn signals are above the headlights. Also, from 64 onward, the flare over the rear wheel arch was extended out to the taillights, rather than flowing over the wheel opening. 1961 - Ford F-100 Styleside pickup beds were integrated with the cabs in an F-Series redesign for 1961. Traditional Flareside beds continued to be offered as well, and both styles were available in 6-1/2 and 8-foot lengths. 1962 - The Ford F-Series' grilles were slightly revised for 1962, replacing the FORD lettering in the middle with cross bars. Also for 1962, F-Series Styleside 4x4s came with a separate cab and bed, as shown here. The cab and bed remained integrated on 1962 F-Series 4x2 models (as shown here), although these trucks also would offer the separate cab and bed by midyear. 1963 - The 1963 F-100s were offered with three different bed designs: a separate Styleside; a traditional Flareside; and a Styleside integrated with the cab, a version that would be dropped after 1963. 1964 - 1964 brought a separate box for Styleside models, rendering the "unibody" pickup trucks a thing of the past. Also new was a brace of gas engines for the medium and heavy-duty Ford truck lines. Grilles changed a bit on the popular Ford F-Series trucks in 1964, as shown on this F-250 4x4, which sports an eight-foot Flareside bed. By 1964, an F-Series pickup could be fitted with such car-like features as two-tone paint and air conditioning. 1965 - In 1965, the Twin I-Beam front suspension was introduced with coil springs. The 1965 and 1966 trucks have a "TWIN I-BEAM" emblem on the front fender. It was offered only on light-duty two-wheel-drive F-Series pickup trucks, giving them a softer ride and better handling characteristics. Also in 1965, the name "Ranger" is first introduced as a styling package for the F-Series pickup trucks. Ford started offering a 4-door crew cab on the F-250 and F-350 in 1965. Before 1965, Ford farmed out trucks to a number of coachworks across the country to convert the regular cab trucks to crew cab trucks. These trucks were sold at the Ford dealerships (or even directly through Ford for large orders of vehicles) and many of them still carried a Ford warranty since they were authorized builds. Ford, however, never actually started normal in-house production until 1965. Introduced in 1967, the fifth generation F-series pickup was built on the same platform as the 1965 revision of the fourth generation. Dimensions and greenhouse glass were increased, engine options expanded, and plusher trim levels became available during the fifth generation's production run. Suspension components from all 1969 F-Series models are completely interchangeable. Perhaps the most rare of this series is the Heavy Duty Special, often confused with the Camper Special. However, the Heavy Duty Special is a 1/2 T with upgraded heavy duty parts such as Firestone overload rear leaf mounts, larger brake drums and axles. A variant of the fifth generation F-series was produced until 1992 in Brazil for the South American market.

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The sixth generation F-series was introduced in 1973. This version of the F-series continued to be built on the 1965 fourth generation's revised platform, but with significant modernization and refinements. Front disc brakes, increased cabin dimensions, full double wall bed construction, increased use of galvanized steel. The FE engine series was discontinued in 1976 after a nearly 20-year run, replaced by the more modern 335 & 385 series engines. In 1975, the F-150 was introduced in between the F-100 and the F-250 in order to avoid certain emission control restrictions. For 1978, square headlights replaced the previous models' round ones on higher trim package models, such as Lariat and Ranger, and in 1979 became standard equipment. Also for 1978, the Ford Bronco was redesigned into a variant of the F-series pickup. 1979 was the last year that the 460 engine was available in a half ton truck. The 1980 F-Series was redesigned with an all-new chassis and larger body; this was the first ground-up redesign since 1965. The exterior styling of the truck was redone to improve aerodynamics and fuel economy. Medium-duty F-Series (F600-F900) were also redesigned; although they shared the cabin of the smaller pickup trucks, the largest version of F-Series now wore a bonnet with separate front wings (like the L-Series). Medium duty Ford F-Series would carry the 1980–1986 interior design until 2000 (though pickups were restyled again in 1987 and 1992), with very subtle changes such as window glass and electronics. In a move toward fuel efficiency, Ford dropped the M-Series engines (the 5.8 Liter 351M and 6.6 Liter 400 cu in V8s) in 1981, replacing them with the 4.2 Liter 255 C.I. and 5.8 Liter 351 C.I. Windsor V8 engines from the Panther platform. The 255 V8 was simply a 5.0L, 302 V8 with a smaller bore, built specifically for better fuel economy, but was dropped for the 1982 model year due to being underpowered and having limited demand. For 1982 and 1983, the 3.8L, 232 C.I. Essex V6 was the base engine but was quickly dropped for the 1984 model year. In 1983, Ford added Diesel power to the F-Series through a partnership with International Harvester (later Navistar). The 6.9L, 420 C.I. IDI V8 produced similar power output as the gasoline 351 Windsor V8, with the fuel economy of the 4.9L, 300 I6. From this point on (1983-present), the heavier duty f-series trucks (F-350 and above) were usually equipped with the Diesel engines as standard horsepower. 1985 was the first year of electronic fuel injection on the 5.0L V8, all other engines following suit in 1988. There was a new "high output" version of the 5.8L Windsor beginning in 1984. A noticeable change was made to the F-Series in 1982 as the Ford "Blue Oval" was added to the center of the grill, also the Ranger and Custom trims were no longer available. The Ranger name had been shifted onto the all-new compact pickup developed as a replacement for the Courier. The new trim levels were a no-badge base model (essentially the new Custom), XL, a very rare XLS, and XLT Lariat. 1983 marked the final year of the F-100, making the F-150 the lightest pickup available on the market. F-100s and F-150s were virtually identical with the exception of smaller brakes. F-100s over a certain GVWR and/or without power brakes did use the F-150 axles. Also, the 1980–1983 F-100 was never offered with four-wheel-drive. 1986 marked the final year that the F-150 was available with a 3-speed manual gearbox that shifted via a steering column lever (3-on-the-tree). Incidentally, this was the second-last vehicle in the United States that offered this set up. 1986 was also the last year the Explorer package was available. This is the first generation of trucks to incorporate amenities such as power mirrors, power windows, and power door locks. The 1987 F-Series carried over the same body style from the seventh generation, yet sported a new rounded front clip that improved aerodynamics, as well as the softening of body lines around the rear of the bed and fender arches around the wheel wells. The interior was also completely redesigned in 1987.

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The transmissions available on Super Cab models were a four-speed or five-speed manual; regular cab models were also available with automatic transmission. The Custom trim made a comeback for the eighth generation. In 1988, the 4.9 Liter inline-six, 5.8 Liter V8, and 7.5 Liter V8 engines gained electronic fuel injection. International Navistar also increased the displacement of their 6.9 Liter V8 in the same year, resulting in the new 7.3 Liter unit. This was also the first year of a five-speed manual overdrive transmission, which included the Mazda M5OD in the F-150s and the heavy-duty ZF5 in the F-250s and F-350s. Four-speed manuals were discontinued as standard equipment after 1987, but were available as a customer-ordered option until 1989. In 1989, the C6 three-speed automatic was replaced as the base automatic transmission with the E4OD, a four-speed electronically controlled automatic overdrive unit, though the C6 was still available as an option, mostly in F-250s and F-350s, until 1997. Heavy-Duty models included F-250s and F-350s (along with F-Super Dutys) that were classified as incomplete vehicles only that were produced with no bed, but appeared as tow trucks, box trucks (notably U-Haul), flatbed trucks, dump trucks and other models. For the 1992 model year, the body-shell of the 1980 F-Series was given another major upgrade. To further improve its aerodynamics, the forward bodywork was given a slightly lower hood line, rounding the front fenders and grille; in addition, the changes matched the F-Series with the design of the newly introduced Explorer and redesigned E-Series and Ranger. Along with the exterior updates, the interior received a complete redesign. Dormant since 1987, the Flare Side bed made its return as an option for 1992. To increase its appeal for younger buyers, the bed bodywork was redesigned, borrowing the sides of the F-350 dual-rear wheel bed (fitted to the narrower F-150 single-wheel chassis). To commemorate the 75th anniversary of the first Ford factory-produced truck (the 1917 Ford Model TT), Ford offered a 75th anniversary package on its 1992 F-series, consisting of a stripe package, an argent colored step bumper, and special 75th anniversary logos. In 1993, the 240 hp SVT Lightning was introduced as a specially-tuned performance truck; over 11,000 were built from 1993 to 1995. In a trim shift, the XLT Lariat was dropped and combined with the XLT; the XL took over for the Custom trim after 1993 (marking the last usage of the Custom nameplate by Ford). In 1995, the Eddie Bauer trim made its return. In 1995, the medium-duty Ford F-Series (F-600 through F-800 and all Ford B-Series) were given their first update since 1980. All versions (except severe-service) received a hood redesign which enlarged the grille and moved the turn signal indicators to the outside of the front headlights. During the second half of 1997, the F-250 HD (heavy duty) was in the same series as the F-350. The body style stayed the same until the end of 1997. The only change of the F-250 HD and F-350 was that they no longer has classic style tailgates, with the stainless steel cap on them which read FORD. Instead the tailgate had the F-250 Heavy Duty/F-350 nameplate labeled on its left side, while Ford's blue oval was labeled on The right side (similarly styled like the 1997 Ford F-150 around this same time). The F-250 HD also had some minor changes in trim location, and options available. The 1997 F-250 HD with the 7.3 Power stroke Diesel is also the rarest and most desirable of ninth generation Fords. Following the introduction of the tenth-generation F-150, the F-250 and F-350 continued into production into the 1998 model year, becoming part of the Ford F-Series Super Duty line as they were replaced in 1999. For 1997, Ford Motor Company made a major change to its F-Series family of trucks as the F-Series pickup line was essentially split in two. During the 1970s, 1980s, and 1990s, buyers of pickup trucks had increasingly purchased the vehicles for the purposes of personal use over work use.

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To further increase its growing market share, Ford sought to develop vehicles for both types of buyers. In its ultimate decision, the company decided to make the F-150 as a contemporary vehicle for personal use, while the F-250 and F-350 would be designed more conservatively for work-based customers. Introduced in early 1996 as a 1997 model, the F-150 was a completely new vehicle in comparison from its predecessor. Similar to the original Ford Taurus of 1986, the 1997 F-150 was developed with a radically streamlined body. Dispensing with the traditional Twin I-Beam for a fully independent front suspension, the all-new chassis only shared the transmissions with the previous generation. In a major change, the long-running 4.9L inline-6 was replaced by a 4.2 L Essex V6 engine as standard. The 4.6 L Modular V8 shared with the Panther Car was optional (with a bigger 5.4 L Triton V8 version added in mid-1997). Originally developed for use in the F-Series, the Modular/Triton V8 was the first overhead-camshaft engine ever to be installed in a full-size pickup truck. To improve rear-seat access for SuperCab models, a rear-hinged (curb-side) door was added to all versions. Following its popularity, the SuperCab gained a fourth door for 1999. In 2001, the F-150 became the first pickup truck in its size segment to become available with four full-size doors from the factory. Sharing the length of a standard-bed SuperCab, the F-150 SuperCrew was produced with a slightly shortened bed. During the second half of the 1997 model year, Ford introduced a heavier GVWR version (8800 GVW), bearing the F-250 name. It was distinguished by a unique seven-lug bolt pattern for the wheels. At the same time, the F-250 HD (heavy duty) was in the same series as the F-350 (same square body style as the last generation F-150; it was still built in South America only). Due the Super Duty trucks never reaching Ford dealerships as for sale until the beginning of 1999, Ford produced a lighter duty F-250, using the same body the F-150 had at the time as a temporarily model (1997 to 1999). By February 1999, the f-150-based F-250 was discontinued and the Super Duty trucks finally marketed for sale. In 1999, the SVT Lightning made its return, with output expanded to 360 hp; over 28,000 were produced from 1999 to 2003. For 2002, Lincoln-Mercury gained its first full-size pickup truck since 1968 with the introduction of the Lincoln Blackwood, the first Lincoln pickup. Sharing the front bodywork of the Lincoln Navigator SUV and the same cab body work as the Ford F-150, the Blackwood was designed with a model-exclusive bed and was sold only in black. Due to very poor sales, the Blackwood was discontinued after 2002. In 1999, the F-250 and F-350 pickups were introduced as the 1999 Ford F-Series Super Duty model line. While remaining part of the F-Series, the Super Duty trucks use a different platform architecture, powertrain, and design language, primarily as they are intended for heavy-duty work use. Designed in a joint venture with Navistar International, the medium-duty F-650/F-750 Super Duty were introduced in 2000. For the 2004 model year, the F-150 was redesigned on an all-new platform. Internally, a 3-valve version of the 5.4 Liter V8 was introduced and replaced the previous 2-valve version. Externally, the eleventh-generation model was different from its predecessor, with sharper-edged styling; a major change was the adoption of the stepped driver's window from the Super Duty trucks. Regardless of cab type, all F-150s were given four doors, with the rear doors on the regular cab providing access to behind-the-seat storage. Ford also introduced additional variants of the F-150. The FX4 Off-Road package available since the 2002 model year became its own trim level. A sportier version of the F-150 became available as STX, replaced by FX2 Sport in 2007. From 2005 to 2008, Lincoln-Mercury dealers sold this version of the F-150 as the Lincoln Mark LT, replacing the Blackwood. In late 2007 for the 2008 model year, the Super Duty trucks were given an all-new platform.

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While using the same bed and cabin as before, these are distinguished from their predecessors by an all-new interior and a much larger grille and head lamps. Previously available only as a chassis-cab model, the F-450 now was available as a pickup directly from Ford. The twelfth generation F-150 was introduced for the 2009 model year as an update of the Ford full-size truck platform. Similar to its predecessor, these trucks are distinguished by their Super Duty-style grilles and head lamps; standard cab models again have two-doors instead of four. The FlareSide bed was continued until 2010, dropped along with the manual gearbox; outside of Mexico, the Lincoln Mark LT was replaced by the F-150 Platinum. A new model for 2010 included the SVT Raptor, a dedicated off-road pickup. As part of a major focus on fuel economy, the entire engine lineup for the F-150 was updated for the 2011 model year. Along with two new V8 engines, the F-150 gained a new 3.7 Liter base V6 engine, and a powerful twin-turbocharged 3.5 Liter V6, dubbed EcoBoost by Ford. An automatic transmission is the only option. Other modifications include the addition of a Nexteer Automotive Electric Power Steering (EPS) system on most models. A recent study conducted by iSeeCars.com and published on the Ford Motor Company website listed the Ford F-250 Super Duty as the longest-lasting vehicle and Expedition, Explorer and F-150 among the top 20 longest-lasting vehicles. The thirteenth-generation Ford F-Series was introduced for the 2015 model year. Largely previewed by the Ford Atlas concept vehicle at the 2013 Detroit Auto Show, the new design marked several extensive changes to the F-Series design. In the interest of fuel economy, Ford designers reduced curb weight of the F-150 by nearly 750 pounds, without physically altering its exterior footprint. To allow for such a massive weight reduction, nearly every body panel was switched from steel to aluminum (with the exception of the firewall); the frame itself remains high-strength steel.[8][9] To prove the durability of the aluminum-intensive design, during the development of the thirteenth-generation F-Series, Ford entered camouflaged prototypes into the Baja 1000 endurance race (where the vehicles finished). The 2015 F-150 was the first pickup truck with adaptive cruise control, which uses radar sensors on the front of the vehicle to maintain a set following distance between it and the vehicle ahead of it, decreasing speed if necessary. The 3.7L V6 was dropped, replaced by a 3.5L V6 as the standard engine, with a 2.7L EcoBoost V6 added alongside the 3.5L EcoBoost V6. While the 6.2L V8 was withdrawn, the 5.0L V8 continued as an option, with a 6-speed automatic as the sole transmission. For the 2018 model year, the Ford F-150 underwent a mid-cycle redesign, being revealed at the 2017 New York International Auto Show. Following the introduction of the 2017 Super Duty model line, the F-Series (F-150 through F-550 and Ford Raptor) are again manufactured using a common cab (for the first time since 1996). For 2018, the F-150 shifted from the long-running 3-bar design used on Ford trucks to the 2-bar design that debuted on the 2017 Super Duty model line. The powertrain underwent several revisions, as the 3.5L V6 was replaced by a 3.3L V6 mated to a 6 speed transmission.[13] The EcoBoost V6 engines and 5.0L V8 engines were fitted with a 10-speed automatic (from the Raptor) and stop-start capability (previously only from the 2.7L EcoBoost).[14] In 2018, a Power Stroke diesel engine was fitted to the F-150 for the first time, as Ford introduced a 250 hp 3.0L twin-turbocharged V6 (from the "Lion" lineup of engines shared by PSA Peugeot Citroën and Jaguar Land Rover. Safety and driver assistance features improved and added for the 2018 model year include Pre-Collision Assist with Pedestrian Detection and Adaptive Cruise Control with Stop and Go.

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Special models Throughout its production, variants of the Ford F-Series has been produced to attract buyers. While these variants primarily consist of trim packages, others are high-performance versions while other variants were designed with various means of improving functionality. For 1961 into part of the 1963 model year, the Ford F-Series was offered with a third body configuration, integrating the Styleside bed with the cab. With the pickup bed stampings welded directly to the cab before both assemblies were mounted to the frame, the design simplified the assembly and paint process (the configuration was similar to that of the Ford Ranchero). Following a poor market reception, the unibody pickup bed design was withdrawn during the 1963 model year. From 1961 to 1979, Ford offered several Special option packages for the F-Series, typically designed for owners with specific uses for their vehicles. For 1961, the Camper Special option package was introduced; designed for owners of slide-in truck campers, the option package featured pre-wiring for the camper, heavy-duty transmission and engine cooling, and a larger alternator. For 1968, Ford introduced the Contractor's Special, and Farm and Ranch Special, which featured toolboxes and heavier-duty suspension. The Explorer Special was introduced as a lower-priced variant of the Ranger trim. The "Trailer Special" was offered as well with trailer brake, heavy-duty radiator, transmission cooler, and tow hitch. In 1980, the Special option packages were withdrawn as part of the F-Series redesign, while a number of features continued as stand-alone options; the Explorer continued as a variant of the Ranger trim through the 1986 model year. Sold from 1991 to 1992 on the Ford F-150 XLT Lariat, the Nite special edition was an monochromatic option package, featuring black paint and trim with a multicolor accent stripe. For 1991, it was exclusive to the regular-cab F-150; for 1992, it was available on all bodystyles of the F-150 and introduced on the Ford Bronco. The Nite edition was available with two-wheel drive or four-wheel drive with either the 5.0L or 5.8L V8; it also included a sport suspension and alloy wheels on 235/75R15 white-letter tires. For 1994, Ford introduced the Eddie Bauer trim level for the F-150. In a fashion similar to the same trim packages on the Aerostar, Bronco, and Explorer/Bronco II, it consisted of outdoors-themed interior trim with two-tone exterior paint. Introduced as a 1993 model, the Ford SVT Lightning is a high-performance version of the F-150 that was produced by the Ford Special Vehicle Team (SVT). Intended as a competitor for the Chevrolet 454SS, the SVT Lightning was derived from the F-150; to improve its handling, extensive modifications were made to the front and rear suspension and frame. Powered by a 240 hp version of the 5.8L V8, the Lightning used a heavy-duty 4-speed automatic transmission from the F-350 (normally paired with the 7.5L V8 or 7.3L diesel V8). While slower in acceleration than the GMC Syclone, the Lightning retained nearly all of the towing and payload capacity of a standard Ford F-150. Produced from 1993 to 1995, the first-generation SVT Lightning was withdrawn as Ford readied the 1997 Ford F-150 for sale. After a three-year hiatus, Ford released a second generation of the SVT Lightning for the 1999 model year. In line with its 1993-1995 predecessor, the second-generation Lightning was based on the F-150 with a number of suspension modifications; in a design change, all examples were produced with a FlareSide bed. In place of a model-specific engine, the second-generation was powered by a supercharged version of the 5.4L V8 from the F-150, producing 360 hp (increased to 380 hp in 2001). As before, the higher-output engine was paired with a heavier-duty transmission from the F-350 pickup.

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For the 2004 redesign of the Ford F-150, the SVT Lightning was not included, leaving 2004 as the final year for the model line. While of an entirely different design focus from the SVT Lightning, the SVT/Ford Raptor is the succeeding generation of high-performance Ford F-Series pickup trucks. From 2000 to 2011, the Harley-Davidson Edition was an option package available on the F-150. Primarily an appearance package featuring monochromatic black trim, from 2002 to 2003, the edition included a slightly detuned version of the supercharged 5.4L V8 engine from the SVT Lightning. In 2003, a 100th Anniversary Edition was produced for F-150 SuperCrew trucks. For 2004, the Harley-Davidson option package became available for F-250/F-350 Super Duty trucks. After 2008, the option package adopted many of the options featured from the Platinum trim level, featuring leather seating produced from materials reserved for Harley-Davidson biker jackets. For 2012, the Harley-Davidson Edition was replaced by the Limited trim level, retaining a monochromatic exterior. For 2010, Ford introduced its second high-performance truck, the SVT Raptor. In contrast to the enhanced on-road performance of the SVT Lightning, the SVT Raptor is a focused towards off-road use, in line with that of a Baja 1000 racing truck. While a road-legal vehicle, many design modifications of the Raptor were made to improve its off-road capability, with the vehicle featuring a model-exclusive suspension with long-travel springs and shocks. The Raptor shares only its cab with a standard F-150; to accommodate its larger tires, the Raptor is fitted with wider front fenders, hood, and pickup bed. Initially produced as a SuperCab, a Raptor SuperCrew was introduced late in the 2010 model year. For the first time on a Ford vehicle in North America since 1983, the word "Ford" was spelled across the grille of the SVT Raptor in place of the Ford Blue Oval badge. For 2010, the SVT Raptor was powered by a 310 hp 5.4L V8; a 411 hp 6.2L V8 (from the F-150 Platinum and Super Duty trucks) became optional, replacing the 5.4L V8 for 2011. A six-speed automatic is the sole transmission paired with both engines. After a two-year hiatus, the second-generation Ford Raptor (the SVT prefix was removed) was introduced for the 2017 model year. Derived from the thirteenth-generation F-Series, the Ford Raptor shifted to an aluminum body. Again produced as a high-performance off-road vehicle, the Raptor is produced in SuperCab and SuperCrew configurations, with long-travel suspension specific to the vehicle. As a design theme, the second-generation Raptor does not carry a Ford Blue Oval grille badge, instead spelling out "Ford" across the grille. To improve fuel economy and reduce weight, the 6.2L V8 was replaced by a 450 Horsepower and 510 Ft-Lbs torque High Output 3.5L twin-turbocharged EcoBoost V6, paired with a 10-speed automatic transmission. For 2019, Ford made upgrades to enhance the off-road capability of the Raptor series truck line. They introduced new FOX Live Valve Shocks. The new shocks auto adjust the suspension's compression dampening based on the terrain via a live sensor electrically controlled solenoid valves. This new Terrain Management System works with sensors in the body to adjust as the truck is driving. The new Trail control for 2019 also adds adaptive cruise control for off road use. Ford also added an optional Blue Accent Package with RECARO® front racing seats for the 2019 model year. Introduced for 2009, Platinum is a luxury-oriented trim of the Ford F-150. Effectively replacing the Lincoln Mark LT in the United States and Canada (though its production continued through 2014 in Mexico), the Platinum adopted many of the luxury features and content from the Mark LT with more subdued exterior styling (the Platinum was fitted with an eggcrate grille similar to early models of the Ford Expedition).

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In 2013, Ford began use of the Platinum trim for Super Duty trucks, from the F-250 to the F-450 pickup trucks. Until 2016, the Platinum trim was an add-on package to a Super Duty that was ordered as a Lariat. 2017 saw the Platinum become a separate trim level. For the 2014 model year, Ford introduced the Tremor model of the F-150. The Tremor was released as a high-performance sport truck for street truck enthusiasts. The regular-cab Tremor is based on the style of the FX Appearance Package with the 3.5 Liter EcoBoost engine and a 4.10 rear axle. The interior uses a console-mounted shifter, custom bucket seats and a flow-through center console not found in any other F-150. The Tremor is available in both 4x2 and 4x4. Both options feature an electronic locking rear differential and customized suspension. There were 2,230 Tremors built

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## **Body:**

The Body of this truck looks to be all steel . This truck has never under gone any restoration work . The body looks to be very original straight and solid with minor surface rust with no rust through present with steel OEM sheet metal. The undercarriage is also in very good condition with no damage or rust through present. The body has the rare under body storage .

## **Paint:**

The paint is looks to be original to this truck it shows well . The paint is colour is 2 tone green in colour. The paint has some minor evidence of fading or checking or other imperfections.

## **Tires:**

After market tires are 235/75/15.90 % tread left

## **Wheels:**

Factory steel wheels with factory wheel covers in good condition.

## **Transmission:**

The transmission is a 3 speed Automatic thought to be numbers matching to this truck . The transmission has thought to have been fully serviced and inspected in good working condition .

## **Exhaust:**

Exhaust looks to be factory original in good condition .

## **Chrome & Trim:**

The mouldings and trim seem to be original to this truck and are in good condition. As well as the bumpers are in very good condition .

## **Glass:**

All glass looks to be factory original in good condition.

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**Radio:**

Factory Am Radio .

**Engine:**

The engine is chevy 360 2 v carburetors the engine runs well and it is thought to be original numbers matching to this truck . The engine has thought to have been fully serviced and inspected .The engine is in good running condition . there are no sign of oil leaks or other defects with no smoke from the exhaust .

**Interior:**

The Interior is green in colour. Seat original vinyl good condition . All gauges are working an in tack. The dash pad and door panels are also in good condition. The floor mat are is in good condition.

**Mechanical:**

Mechanically this truck is in excellent condition the engine runs perfectly. All brake have been thought to have been replaced with OEM parts . The suspension has also been inspected with no know issues . The fuel system tank and lines have all been replaced . This truck recently under went a complete safety inspection with no issues .

**Value:** \$

**Please Note Provincial Sales taxes have not been added to the final appraised Value of this Vehicle .**

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Interior



Interior



Interior



Engine Bay



Under Carriage





Vin Number



Trim Tag



Box View



Odometer Reading





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**DELUXE MARTI REPORT**



Proud to display this symbol

Copyright [REDACTED]

Thank you for your interest in our services. We have determined the following information for your vehicle from the Ford Database we serve.

**DOOR DATA PLATE INFORMATION**

|               |   |
|---------------|---|
| Serial Number | [REDACTED]  |
| F10           | F-100 Truck   |
| Y             | 360-2V Engine   |
| R             | Built at San Jose   |
| [REDACTED]    | Serial Number of this Ford Truck scheduled for production at San Jose |
| 131           | Wheelbase (inches)  |
| P2            | Boxwood Green Paint, Ford #3150-A with New Lime Paint, Ford #3071-A   |
| F103          | F-100 Truck 4500 Lb. GVW  |
| F 4           | Green Vinyl Sport Custom Bench Seat / Styleside                       |
| G             | Automatic Transmission  |
| 17            | 3.25 Conventional Rear Axle   |
| 04500         | Gross Vehicle Weight in Pounds  |
| 170           | Horsepower @  |
| 4100          | RPM   |
| 75            | Phoenix DSO (District Sales Office)                                   |



**IMPORTANT DATES**

|                      |          |
|----------------------|----------|
| ORDER RECEIVED:      | 02/06/70 |
| CAR SERIALIZED:      | 02/16/70 |
| BUCKED:              | 02/18/70 |
| SCHEDULED FOR BUILD: | 02/26/70 |
| ACTUALLY BUILT:      | 02/20/70 |
| RELEASED:            | 02/23/70 |
| SOLD:                | 03/06/70 |

**STATISTICS**

Your vehicle was one of:

|        |                                      |
|--------|--------------------------------------|
| 5,767  | With these Paint Codes               |
| 1,648  | With these Paint/Trim Codes          |
| 60,313 | With these Engine/Transmission Codes |
| 10,322 | Ordered from this DSO                |
| 60,730 | With Sport Custom Package            |

For the 1970 F-100 Truck

ORDER TYPE: STOCK  
 DSO ITEM #: [REDACTED]  
 DEALER #: [REDACTED]  
 READ MULLAN MOTOR CO  
 1550 E CAMELBACK  
 [REDACTED]

- Your vehicle was equipped with the following features:
- Sport Custom Package
  - Ammeter & Oil Pressure Gauges
  - Tool Storage Box
  - G78x15B Belted Black Sidewall Tires
  - Manual AM Radio
  - Tinted Glass
  - Extra Cooling Package
  - 25 Gallon Frame Mounted Fuel Tank w/Standard Tank
  - Power Steering
  - Heavy Duty Rear Springs

Your vehicle was actually produced on February 20, 1970 -- six days ahead of schedule.

*Kevin Marti*  
 Kevin Marti