

1959 Ford F-100 1/2 Ton

2dr Flareside Short Bed · 8-cyl. 292cid/160hp 4bbl

#1 Concours condition

\$48,400

▾ -2%

#2 Excellent condition

\$30,700

▾ -1.9%

#3 Good condition

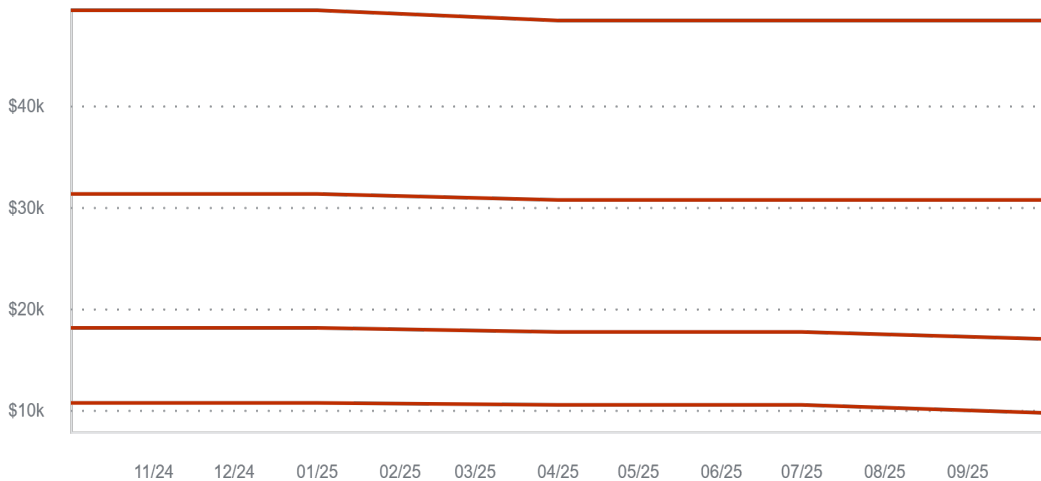
\$17,000*

▾ -6.1%

#4 Fair condition

\$9,700

▾ -9.3%



NOTE: The chart displays price changes for the last year.

Value adjustments

+10%
for factory a/c.

-40%
for RHD.

Model description

The all-new 1957 Ford was a landmark truck for two related reasons. First was that it had the industry's first all-steel full width pickup box and secondly that it was offered as standard equipment. While the mid-model year version of the 1955 Chevrolet Cameo was the first regular production styled pickup, it had Fiberglas fenders over a standard cargo box—along with being the highest priced half-ton in Chevy's lineup. The new Ford F-100 put modern styling into the hands of every working man. The Flareside step-sided box was still available for those who felt like they didn't need fancy styling or more cargo space.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Regardless of whatever cargo box the F-100 was equipped with (or none at all), these new Fords were also a major departure with the previous F-series in having upright, squared styling that featured a wrap-around windshield, a "Driverized Cab" with integral step, and integral front fenders. Like most other manufacturers, Ford went to four headlights in 1958, but little else was changed. For 1959, Ford offered factory-installed optional four-wheel drive (previously, Ford steered owners to Marmon-Herrington to perform conversions). Also the F-100 received a redesigned front bumper, which stayed in production until 1979. The final year of this generation—1960—saw a new grille structure and new hood.

While Ford went with an all-new F-series again in 1961, the this generation didn't entirely disappear. The original Styleside box was still available until 1963 – either as an alternative to the Unibody Styleside or required Styleside on four-wheel-drives and one-tons.

In period, wags disparagingly compared the 1957 F-100 to a rolling refrigerator. Today, however, the model is recognized as a breakthrough design that signaled the arrival of a new era in pickup fashion. Although traditional "stepside" pickups remained the popular choice for years to come, Ford's flashier Styleside, along with its copycats from Chevy and Dodge, quickly gained popularity as truck buyers became increasingly more image conscious as the '60s rolled on.

Body styles

2dr Flareside Long Bed 4x4	2dr Flareside Long Bed	2dr Flareside Short Bed 4x4	2dr Flareside Short Bed
2dr Styleside Long Bed 4x4	2dr Styleside Long Bed	2dr Styleside Short Bed 4x4	2dr Styleside Short Bed

Engine types

6-cyl. 223cid/126hp 1bbl	8-cyl. 292cid/158hp 2bbl	8-cyl. 292cid/160hp 4bbl
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1957-1960 Ford F-Series stats

Highest sale	Lowest sale	Most recent sale	Sales
\$159,500	\$320	\$13,125	274

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.