

# 1968 Ford F-250 3/4 Ton

2dr Styleside Long Bed . 8-cyl. 360cid/215hp 2bbl

#1 Concours condition

**\$54,100**

↗ +3%

#2 Excellent condition

**\$36,300**

↗ +3.1%

#3 Good condition

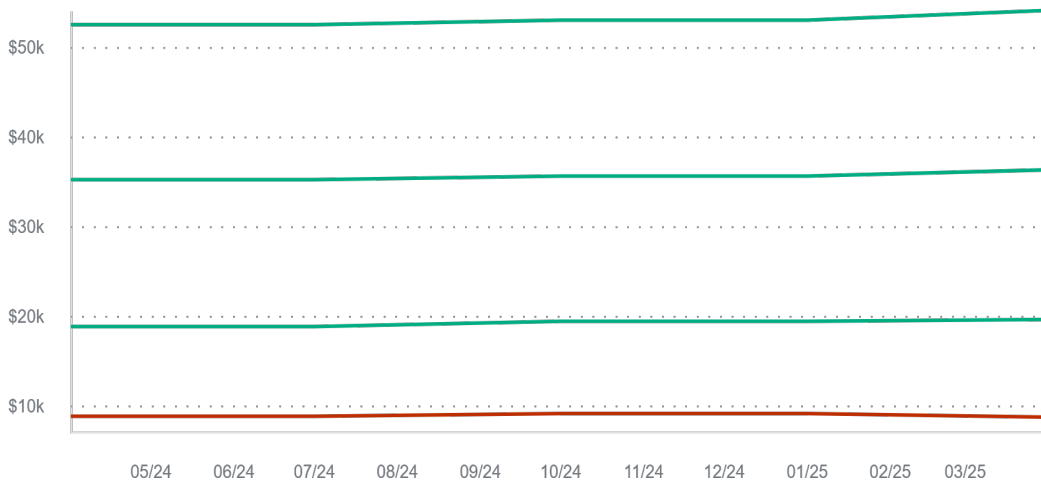
**\$19,600\***

↗ +4.3%

#4 Fair condition

**\$8,700**

↘ -1.1%



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

## Model description

While Ford's line of light duty trucks looked to be all new in 1967, it was actually based on the previous generation's architecture from 1961 through 1966, only with new styling. Prominent features included a pronounced horizontal crease that bisected the bodywork, straight-edged wheel well openings, and a more intricate grille assembly. Trim levels were standard cab, Custom Cab, and Ranger. Also new for 1967 was the first factory cataloged crew cab, albeit on ¾-ton and larger pickups.

Powertrain availability continued from the previous year, but in 1968 the V-8 engine options were significantly changed. The 352-cid Y-block was dropped, replaced with 360- and 390-cid V-8s. These mills were FE (Ford-Edsel) architecture engines, the former essentially a destroked 390 for better torque. Also for 1968, like all vehicles sold in the U.S., the F-100 now had side marker reflectors; on each side, one was on the lower rear corner of the box side and one integrated into the side hood emblem.

The small-block 302 V-8 was added to the option list for 1969; while 1970 saw both a new grille structure and the introduction of a now popular series, the XLT—specifically the Ranger XLT. The XLT featured color-keyed full carpeting, pleated cloth and vinyl seats, extra insulation, even more bright trim and a wood-tone tailgate panel.

Additionally, a spring special Explorer package was added – exclusively painted Grabber Blue and Explorer Green. Models for 1971 made do with minor trim changes, along with the chrome front bumper and bright aluminum grille being standard, ending the era of painted grilles for entry level pickups at Ford. Trim levels were now Custom, Sport Custom, Ranger, Ranger XLT, and the spring special Explorer. The 1972 model year was essentially a carry-over, before the F-Series was replaced by a new generation for 1973.

This era of F-series continued previous generation's trend by becoming more car-like in equipment. Notable options now included power steering, power brakes, simulated vinyl roof, remote control mirror, AM/FM stereo radio, and factory installed air conditioning.

\*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.

**Body styles**

2dr Flareside Long Bed 4x4	2dr Flareside Long Bed	2dr Styleside Long Bed 4x4	2dr Styleside Long Bed
4dr Crew Cab Pickup 4x4	4dr Crew Cab Pickup		

**Engine types**

6-cyl. 240cid/150hp 1bbl	6-cyl. 300cid/165hp 1bbl	8-cyl. 360cid/215hp 2bbl	8-cyl. 390cid/255hp 2bbl
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**1967-1972 Ford F-Series stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$277,500</b>	<b>\$920</b>	<b>\$19,425</b>	<b>941</b>

**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.