

# 1974 Ford F-250 3/4 Ton

2dr Styleside Long Bed 4x4 · 8-cyl. 360cid/145hp 2bbl

#1 Concours condition

**\$91,900**

↗ +17.7%

#2 Excellent condition

**\$60,200**

↗ +2.7%

#3 Good condition

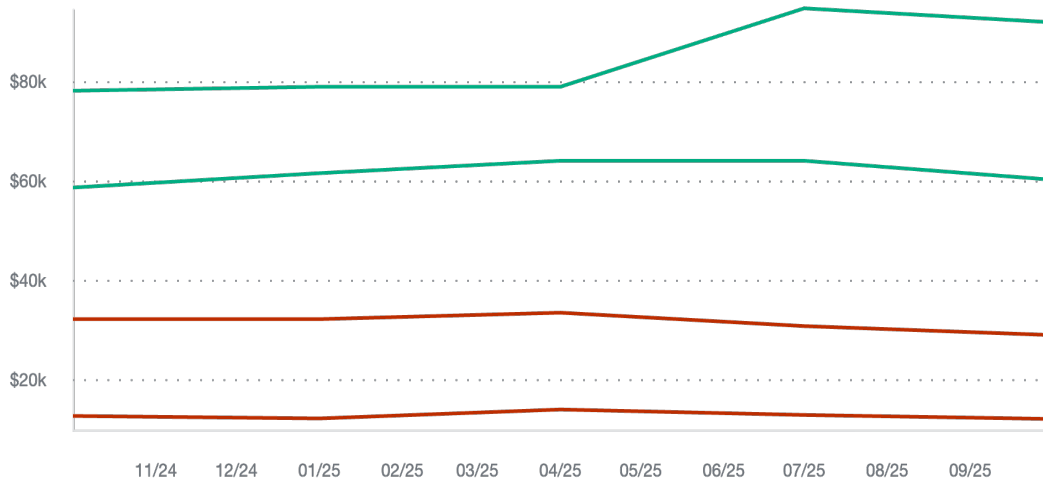
**\$28,900\***

↘ -10%

#4 Fair condition

**\$12,000**

↘ -4.8%



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

## Model description

While the overall chassis and cab structure dated to 1961, the 1973 Ford pickups were heavily reworked with an all-new look for 1973, resulting in the sixth generation of the ever popular F-Series. One of the more notable elements of the new styling was the body sides, which had a concave body character line going across the upper portion of the sides, containing the side marker lights and the front turn signals fitted in line with it. These were mounted for the first time in Ford light truck history over the headlights. Another element that was all new was the Styleside pickup box, which was billed at the time as the widest in the industry. The Flareside box that dated back to 1953 also continued to be available as an option.

1975 ushered in a major change in the larger displacement V-8 engine offerings. The FE-block 360 and 390 gave way to the 351, 400, and 460 cubic inch V-8s. All of these engines were also shared with and had already been used in other Ford cars.

1976 saw a revised grille design that carried over into 1977, when the model nameplates moved from the fender to the cowl. The grille was totally redesigned for Ford's 75th anniversary in 1978, mimicking the heavy-duty Louisville line L-series grille. Base level Custom models had round headlights, while all other series got Ford's first use of rectangular headlights in their trucks. The top trim line was the new Lariat package. The biggest change for 1979 was that all series now used the rectangular lights. To complement the 1979 Indy Pace Car Mustang, Ford also made a similarly styled replica Indy Support Truck.

The late 1970's also saw a rise in the popularity of light trucks for personal use and recreation. Ford played into this trend by offering a number of "Free Wheelin'" graphics and option group packages, especially on the F-series pickups. 1978 also saw the second generation of the Bronco, which was based on a shortened F-100 pickup.

### Body styles

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

\*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.

**Engine types**

6-cyl. 300cid/101hp 1bbl

8-cyl. 360cid/145hp 2bbl

8-cyl. 390cid/160hp 2bbl

## 1973-1979 Ford F-Series stats

Highest sale

**\$990,000**

Lowest sale

**\$1,100**

Most recent sale

**\$11,812**

Sales

**1688**

## 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.