

1985 Ford F-150 1/2 Ton

2dr Styleside Short Bed . 6-cyl. 300cid/120hp 1bbl OHV

#1 Concours condition

\$33,900

▾ -12.9%

#2 Excellent condition

\$20,900

▾ -12.6%

#3 Good condition

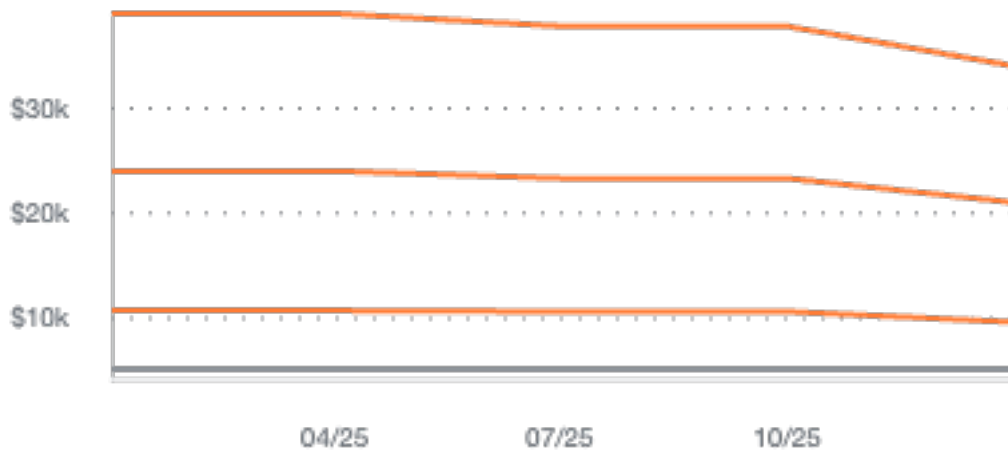
\$9,500*

▾ -10.4%

#4 Fair condition

\$5,000

○ 0%



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

Model description

During the era of Ford's 1973-79 generation pickups, the US had two OPEC-induced fuel shortages, so fuel economy was a priority for their all new pickups for 1980. They were the first in the industry to factor lighter weight along with aerodynamics into the styling. While still a full-sized truck, they were slimmed down to include thinner gauge body steel and glass. This produced a taught, neatly styled truck that as time as progressed has a look that aged well. While most of the previous generation engines continued from 1979 into 1980, the larger V-8s migrated to the heavier capacity F-250 and F-350 models. The optional SuperCab and trim level packages also continued unabated from previously – spanning from the bare bones Custom to the luxurious Lariat.

For 1981, F-100s added an optional 4.2-liter V-8. Also new in the F-100s through F-250s equipped with the 302 V-8 was an optional 4-speed automatic overdrive transmission. The first styling changes were introduced for 1982. "FORD" block letters on the hood gave way to a mildly retooled grille with the corporate blue oval logo in the center. Trim lines were also shuffled, now going from Lariat XLT, XL, XLS, to Standard - from posh to austere.

1983 was a significant year for the F-series. The 4.2 V-8 proved underpowered, even in the two-wheel drive only F-100, so it was discontinued. As for the F-100, this was its final year, as F-150 sales had become significantly greater and presented a more unified line-up compared to the F-250 and F-350. For those two models, the most important introduction this year was the 6.9-liter V-8 diesel. Built by International Harvester, exclusively for Ford initially, this engine evolved into the highly successful 7.3-liter Power Stroke. Finally, a four-door crew cab was now available in this generation on the F-350.

Performance was making a comeback in 1984, as a 351 H.O. version of the Windsor V-8 was a new option. Trim levels were back down to three, with the XLS being dropped. 1985 ushered in electronic fuel injection for the 302 (now called the 5.0 L). 1986 was the final year for carbureted engines for any Ford truck. It was also the last year for the F-series to have squared off wheel well openings, as the 1987 restyle introduced rounded wheel wells.

Body styles

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	2dr Styleside Supercab Long Bed 4x4	2dr Styleside Supercab Long Bed

Engine types

6-cyl. 300cid/115hp 1bbl OHV	8-cyl. 302cid/130hp 2bbl OHV	8-cyl. 302cid/190hp MFI OHV	8-cyl. 351cid/150hp 2bbl OHV
6-cyl. 300cid/120hp 1bbl OHV			

1980-1986 Ford F-Series stats

Highest sale	Lowest sale	Most recent sale	Sales
\$58,800	\$6,300	\$12,632	63

Equipment

Standard Equipment

3 Speed Manual
 Yes
 AM
 Active (Manual) Belts
 None

Optional Equipment

4 Speed Manual
 Yes
 Yes
 Yes
 Yes

Additional Info

Truck Gross Weight Rating: Indeterminate
 Wheel Base Shortest - Inches: 117.0
 Wheel Base Longest - Inches: 155.0
 Shipping Weight: Indeterminate
 Drive Type: RWD
 Manufacturer Name: Ford
 Truck Tonnage Rating: 1/2
 Manufacturer MSRP: Indeterminate
 Truck Front Axle: Standard Axle
 Truck Rear Axle: Single
 Market Segmentation: Full Size Half Ton Pickup
 Truck Gross Vehicle Weight Rating Code: Indeterminate
 Manufacturer Code: C134
 Truck Tonnage Rating Code: 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.

*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.