



# FORD MEDIUM AND HEAVY TRUCKS

An Investment In Value



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You've come to depend on us. For quality, for toughness and engineering excellence. And mostly for value. For the low cost of ownership that maximizes your return on dollars spent. The Ford tradition—an investment in value.

## Ford's Premium Supplier Team

A Ford Truck is more than a cab and a set of rails. It's the new Ford Diesel Engine—built for premium performance without the price. It's Rockwell axles, Fuller transmissions, Bendix air compressors, clutches from Borg-Warner.

Ford and its Premium Supplier Team have assembled some of the best in key componentry to give you premium value for your truck buying dollars.

So when you buy a Ford truck, you buy a Total Truck. This means that the whole unit, including its key componentry, has been design-integrated to offer uncompromising quality and advanced technology.

Work-Ready Program. Extended Service Coverage. Premium Supplier Team. The Total Truck. That's Ford—working to keep your truck on the road and you in business.

## Work-Ready Trucks

You're ready to work. Why wait for a truck that isn't? Ford makes it easy to get the truck that's right for you through our Work-Ready Program.

Name your application—dump, refuse, beverage, tractor—chances are we've already built your truck. Pre-spec'd Work-Ready trucks are available for quick delivery.

They're engineered to provide the powertrain, frame, axles and suspension that best match your needs.

Work-Ready "Flex" Options allow substitutions on items like paint color, fuel tanks, seats, hood configurations, wheels and tires.

## Extended Service Coverage

Work-Ready trucks carry Extended Service Coverage (ESC). Extended Service Coverage helps you lower the cost of ownership by providing up to 36 months/300,000 miles full parts and labor coverage—triple the time of the basic warranty over non-Work-Ready units. That's a \$7,150 value, depending on vehicle model.

ESC is available at extra cost on other Ford trucks. See your Ford Dealer for details.

## ESC Coverage vs. Basic Warranty

Truck Series/ Engine Type	Basic Warranty	ESC Coverage—Full Parts And Labor			Mfr's. Suggested Value <sup>(4)</sup>
		Total Veh. <sup>(2)</sup>	Engine	Powertrain <sup>(3)</sup>	
600-800 Gasoline	12 Months/ Unlimited Miles	24 Months/ 50,000 Miles	24 Months/ 50,000 Miles	24 Months/ 50,000 Miles	\$800.00
F-600 Ford Diesel	12 Months/ Unlimited Miles	24 Months/ 50,000 Miles	24 Months/ 50,000 Miles	24 Months/ 50,000 Miles	\$800.00
			Optional Eng. 36 Months/ 150,000 Miles	Incl. W/Eng 36 Months/ 150,000 Miles <sup>(1)</sup>	\$1,335.00
700-8000 Ford Diesel	12 Months/ Unlimited Miles	24 Months/ Unlimited Miles	36 Months/ 150,000 Miles	36 Months/ 150,000 Miles	\$800.00
7000-8000 Cat 3208 Diesel	12 Months/ Unlimited Miles	24 Months/ Unlimited Miles	Not Covered By Ford	24 Months/ Unlimited Miles	\$950.00
9000 Premium Diesel	12 Months/ 50,000 Miles	36 Months/ 300,000 Miles	Not Covered By Ford	36 Months/ 300,000 Miles	\$7,150.00

<sup>(1)</sup>Warranty and ESC coverage excludes tires, batteries, maintenance items, and all equipment not installed by Ford.

<sup>(2)</sup>Powertrain components for ESC coverage purposes include clutch (except clutch lining), manual transmission, driveshaft, and rear axle.

<sup>(3)</sup>Special Order powertrain coverage same as total vehicle.

<sup>(4)</sup>Suggested list price on non-Work-Ready trucks.

# Ford Diesel Engine



## Premium Performance Without The Price

The Ford Mid-Range Diesel has been built to the same high standards of quality and toughness that have helped make Ford America's best selling medium truck line.

It features a direct injection advanced air management and combustion system design for good fuel economy; a Garrett turbocharger for boosted power, and a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds.

## Easy To Service And Rebuild

The Ford Diesel's basic in-line configuration allows ready access to componentry for simplified service and reduced down time. And it's rebuildable—a feature that can save you real money in high-mileage operations and at trade-in.

## Construction Features

- Parent-bore, deep skirted, cast iron engine block for strength.
- High-flow lubrication and filtration system for reduced engine wear.
- Large crankshaft and connection rod bearing surface areas for extended life.

- Stellite-faced, chrome-stem exhaust valves for performance and strength.
- High standard of thermal protection for cool running and reduced engine wear.

## Backed By The Ford Diesel Performance Pledge

- Extended Service Coverage on engine parts and labor for 3 years/150,000 miles on 700 and higher Series trucks—and 5 years/150,000 on buses (B-700).
- 48-Hour Parts Delivery Guarantee. Ask your Ford Dealer for details.
- Supported by over 600 certified service Dealers nationwide.
- Toll-Free hotline—call 1-800-FORD 1ST (367-3178)\*

\*In Alaska call 1-800-433-6292.

## Ford Diesel Engine Specifications

Item	160 HP 49 States	170 HP 49 States	170 HP California
Configuration of Cylinders	Inline 6	Inline 6	Inline 6
Bore & Stroke (Inches)	4.40 x 4.40	4.40 x 4.40	4.40 x 4.40
Rated HP @ RPM (SAE J-1349)	160 @ 2600	170 @ 2600	170 @ 2600
Peak Torque @ RPM (lb./ft.)	378 @ 1700	402 @ 1600	402 @ 1800
Gross Torque Rise (%)	17	17	17
Aspiration	Turbo	Turbo	Turbo
Compression Ratio	16.7:1	16.7:1	16.7:1

Item	185 HP 49 States	210 HP 49 States	225 HP California	240 HP 49 States
Configuration of Cylinders	Inline 6	Inline 6	Inline 6	Inline 6
Bore & Stroke (Inches)	4.40 x 5.20	4.40 x 5.20	4.40 x 5.20	4.40 x 5.20
Rated HP @ RPM (SAE J-1349)	185 @ 2600	210 @ 2600	225 @ 2400	240 @ 2600
Peak Torque @ RPM (lb./ft.)	467 @ 1600	509 @ 1600	593 @ 1500	606 @ 1600
Gross Torque Rise (%)	25	20	20	25
Aspiration	Turbo	Turbo/JWAC	Turbo/A-A	Turbo/A-A
Compression Ratio	16.7:1	16.7:1	16.7:1	16.7:1

JWAC — Jacket Water Aftercooling

A-A — Air-to-Air Aftercooling

# Ford CARGO



Powered by the Ford Diesel 170 HP engine, and built on the same driveline and chassis components that have helped make Ford America's best selling medium truck line, CARGO represents tomorrow's value level in performance, toughness and low cost of ownership...today.

Whether you operate over the road, through congested city streets, or around loading docks, CARGO's set-back front axle—and 5 wheelbase choices up to 225"—can handle long bodies and big payloads to minimize handling costs per unit of load.

All this plus good maneuverability. CARGO's tight turning diameter (51.3' with 153" WB) promotes outstanding performance and fast trip times.

## Cargo Specifications

SERIES		CF-6000	CF-7000
GVW RATING LBS.	Std.	26,500	29,500
GCW RATING LBS.		None	
AXLES—FRONT —REAR	Std.	9,000 lb.	12,000 lb.
	Std.	17,500 lb. Single Speed 4.56	21,000 lb. Single Speed 4.88
	Opt.	17,500 lb. 2-Speed 4.56/6.36	21,000 lb. 2-Speed 4.56/6.36
			21,000 lb. 2-Speed 4.88/6.80
AXLE EQUIPMENT	Std.	Power Steering	
	Std.	Front Shock Absorbers	
	Opt.	Rear Shock Absorbers	
	Std.	Front Stabilizer Bar	
	Opt.	Rear Stabilizer Bar	
BRAKES	Std.	Split Power—Air Assistad Hydraulic—Disc Front, Drum Rear	
	Opt.	Full Air	
BRAKE EQUIPMENT	Std.	Air Compressor—9.5 CFM	
	Std.	Parking Brake—Spring Set	
ELECTRICAL	Std.	Alternator, 60 Amp., 900 Watt	
	Opt.	Alternator, 75 Amp., 1125 Watt	
	Std.	Battery, Low Maintenance, 2—12 Volt, 535 CCA (63 Amp. Hr.)	
	Opt.	Battery, Low Maintenance, 3—12 Volt, 535 CCA (63 Amp. Hr.)	
		Ford Diesel—170 HP	
ENGINE EQUIPMENT	Std.	14" 1-Plate, Pull-type Clutch	
	Std.	Fan Clutch, Viscous-type	
	Std.	Hand Throttle (Locking T-Handle)	
	Std.	12-Volt Starter	
	Opt.	Engine Shutdown System	
	Opt.	Ether Cold Start	
FRAME	Std.	510,000 RBM	153" WB—510,000 RBM 171"-225" WB— 900,000 RBM (Incl. Inverted "L" Reinforcements)
FUEL TANK	Std.	40-Gal. FHWA, Rectangular	
	Opt.	Dual 40-Gal. FHWA, Rectangular	
SUSPENSION COMBINED RATING @ GROUND			
	—FRONT	Std.	9,000 lbs.
	—REAR	Std.	17,500 lbs.
	Std.	11,000 lbs.	18,500 lbs.
TIRES	Std.	10R22.5—14PR Tubeless Radial	
WHEELS	Std.	22.5x7.5—8-Hole, Disc	22.5x7.5—10-Hole, Disc
WHEEL SEALS —FRONT —REAR	Std.	Unitized	
	Std.	Two-Piece, Wet-type	
TRANSMISSIONS	Std.	5-Speed, Manual Direct—Wide Ratio	
	Opt.	4-Speed Automatic	
		5-Speed, Manual Direct—Soft Fourth	
UNIVERSAL JOINTS	Std.	1550 Size	



## F-Series Specifications

SERIES	SINGLE-AXLE SERIES			
	F-600	F-700	F-700 (4x4)*	F-800
GVWR (lb.)	Max. 22,000	30,000	24,000	35,000
GCWR (lb.)	Max. —	60,000	—	70,000
AXLE, FRONT	Std. 6,000	7,000	7,500	7,000
Rating (lb.)	Opt. 7,000	9,000	—	9,000/12,000/12,000
AXLE, REAR	Std. 15,000 Single	17,500 Single	17,500 Single	20,000 Single
Rating (lb.)	Opt. 13,000 Single 15,000 2-Speed	17,500/21,000 2-Speed	—	21,000/23,000 2-Speed 23,000 Single
BRAKES	Std. Split-Hyd.	Split-Hyd.	Split-Hyd.	Split-Hyd.
Service Split System	Opt. HD Split-Hyd. Rear	HD Split-Hyd. Rear	HD Split-Hyd. Rear	HD Split-Hyd. Rear
ENGINES	Std. 6.1L (370) 2V V-8	6.1L (370) 4V V-8	6.1L (370) 4V V-8†	6.1L (370) 4V V-8
370-4V and 429-4V5 Gasoline available in LP-Gas version*	Opt. 6.1L (370) 4V V-8 8.2L-N-165(D) Ford Diesel 160† 170▲	6.1L (370) 2V V-8 7.0L (429) 4V V-8 8.2L-N-165(D) 8.2L-T-205(D)** Ford Diesel 170/185†/216†	8.2L-N-165(D)	7.0 (429) 4V V-8 8.2L-N-165(D) 8.2L-T-205(D)** Ford Diesel 185†/210† 225▲/240†
TRANSMISSION*	Std. 4-Spd.	4-Spd.	5-Spd.△	5-Spd.
FRAMES	Std. 380,000 RBM	510,000 RBM	1,188,000 RBM	510,000 RBM
RBM = SM x Yield Strength	Max. 900,000 RBM	900,000 RBM	—	1,749,000 RBM
SUSPENSION	Std. 6,850	7,000	7,500	7,000
FRONT	Opt. 7,000/9,000	9,000	—	9,000/12,000§ 10,000/11,000§
Max. @ Ground (lb.)▷	Std. 15,000	17,500	17,500	17,500
SUSPENSION REAR	Opt. 17,500	19,000/21,000 23,000†	—	19,000/21,000 23,000††
Max. @ Ground (lb.)▷	Std. 2,250	2,250	2,250	2,250
Auxiliary (lb.)				

\*Special Order. \*\*200 hp. in California. ▲Wide range of optional transmissions—see your Ford Dealer. △Rockwell T-233-C18 transfer case. ▲California only. †Not available in California. ‡Aluminum optional.

# Ford F-Series

The Ford F-Series is right for a variety of medium and heavy applications—utilities, agriculture, pickup and delivery, construction, beverage, refuse, fuel hauling, landscaping. With 9 models\* to choose from, the F-Series covers the field.

On road or off. Single axle, tandem axle, 4x4. Gasoline, LP-Gas,† and a full range of Diesel power options. When versatility is a value, the F-Series has it all.

From the Ford Diesel engine, to the ease of service built into its tilt hood design and all-welded cab, economy of operation is a premium value with the F-Series. Swept-back bumper, up to 40° wheel cut angles and standard power steering support maneuverability and handling ease for fast trip times.

\*F-700, 4x4, is Special Order Option. †Special Order Option.

SINGLE-AXLE SERIES		TANDEM AXLE SERIES		
F-7000	F-8000	FT-800	FT8000	FT-900
30,000	35,000	50,000	50,000	50,000
60,000	65,000	60,000	85,000	80,000
7,000	7,000	12,000	12,000	12,000
9,000	9,000/10,000/12,000	—	—	—
17,500 Single	21,000 Single	34,000 Single	34,000 Single	34,000 Single
17,500/21,000 2-Speed	21,000/23,000 2-Speed	34,000 2-Speed	34,000 2-Speed	34,000 2-Speed
21,000 Single	23,000 Single	40,000 Single	40,000 Single	40,000 Single
Split-Hyd.	Split-Hyd.	Air Front/Rear	Air Front/Rear	Air Front/Rear
HD Split-Hyd. Rear	HD Split-Hyd. Rear	—	—	—
Air Front/Rear	Air Front/Rear	—	—	—
Cat. 3208N—165 hp. (D)‡	Cat. 3208N—165 hp. (D)‡	6.1L (370) 4V V-8‡	Cat. 3208T—215 hp. (D)‡	Ford Diesel 210 hp.‡
Cat. 3208T—175(D)▲/200(D)▲	Cat. 3208T—175(D)▲/200(D)▲	7.0L (429) 4V V-8‡	Cat. 3208T—200(D)▲	8.2L-T—200(D)▲ 8.2L-T—205(D)▲ Ford Diesel 225▲/240†
5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.
510,000 RBM	510,000 RBM	1,749,000 RBM	1,749,000 RBM	1,749,000 RBM
900,000 RBM	1,749,000 RBM	2,915,000 RBM	2,915,000 RBM	2,915,000 RBM
7,000	7,000	12,000	12,000	12,000
9,000	9,000/12,000§ 10,000/11,000§	11,000	11,000	11,000
17,500	17,500	U-340#	U-340#	U-340#
19,000/21,000 23,000†	19,000/21,000 23,000††	UE-340# RT-380#	UE-340# RT-380#	UE-340# RT-380#
2,250	2,250	—	—	—

◁Combined ratings. Larger optional axles have matched springs—see your Ford Dealer. †Regular or low deflection for 21,000-lb axle. ‡Regular or low deflection. §For 12,000-lb axle. (D) = Diesel.

# Ford C-Series



This versatile line of diesel powered tilt cabs has been paying dividends to the American trucking industry for over 30 years in a variety of applications—fire, refuse, beverage, van, tanker.

Built Ford-Tough, the C-Series is available with frame RBM's up to 1,256,000. Engine choices include the rebuildable DDA 8.2L diesel and the Caterpillar 3208 Series—up to 250 turbocharged HP.

One man can tilt the cab a full 45°, exposing the engine, clutch and transmission for easy servicing. Turning diameters are as tight as 39.3' for good maneuverability around loading docks and city streets.

## C-Series Specifications

Series		Single-Axle	
		C-800	C-8000
GVWR lbs.	Std./Max.	25,100/34,000	25,100/39,000
GCWR lbs.	Max.	50,000	75,000
AXLE, FRONT Rating (lbs.)	Std.	9,000	9,000
	Opt.	12,000	12,000/16,000
AXLE, REAR Rating (lbs.)	Std.	19,000	19,000
	Max.	22,000	23,000
BRAKES, SERVICE	Std.	Air	Air
ENGINE (1)	Std.	DDA 8.2L-N-165 hp	Cat. 3208N- 165 hp
	Opt.	DDA 8.2L-T- 200/205 hp	Cat. 3208T- 175/200/215/ 225/250 hp
FRAME RBM = SM x Yield Strength	Std.	537,480 RBM	537,480 RBM
	Max.	783,000 RBM	783,000 RBM
CLUTCH (Diameter)	Std.	14"-1 plate	13"-2 plate
TRANSMISSION (2)	Std.	5-speed	5-speed
SUSPENSION, FRONT Combined rating @ ground (lbs.)	Std.	9,000	9,000
	Std. w/Opt. FA's	12,000	12,000/16,000
SUSPENSION, REAR (3) Combined rating @ ground (lbs.)	Std.	17,000	17,000
	Max.	22,000	23,000
STEERING	Std.	Power	Power
WHEELS (4)	Std.	Cast Spoke	Cast Spoke
	Opt.	10-Hole Disc	10-Hole Disc
TIRES (Tube Type)— (5) (6) (Max.)	Std.	9.00x20 10 PR	9.00x20 10 PR
	Opt.	11.00x22 14 PR	11.00x22 14 PR

Series		Tandem Axle	
		CT-8000	
GVWR lbs.	Std./Max.	44,800/56,000	
GCWR lbs.	Max.	75,000	
AXLE, FRONT Rating (lbs.)	Std.	12,000	
	Opt.	16,000/18,000	
AXLE, REAR Rating (lbs.)	Std.	34,000	
	Max.	40,000	
BRAKES, SERVICE	Std.	Air	
ENGINE (1)	Std.	Cat. 3208T-215 hp	
	Opt.	Cat. 3208T- 200/225/250 hp	
FRAME RBM = SM x Yield Strength	Std.	783,000 RBM	
	Max.	1,256,040 RBM	
CLUTCH (Diameter)	Std.	14"-2 plate	
TRANSMISSION (2)	Std.	5-speed	
SUSPENSION, FRONT Combined rating @ ground (lbs.)	Std.	12,000	
	Std. w/Opt. FA's	16,000/18,000	
SUSPENSION, REAR (3) Combined rating @ ground (lbs.)	Std.	34,000	
	Max.	38,000	
STEERING	Std.	Power	
WHEELS (4)	Std.	Cast Spoke	
	Opt.	10-Hole Disc	
TIRES (Tube Type)— (5) (6) (Max.)	Std.	10.00x20 12 PR	
	Opt.	11.00x22 14 PR	

(1) See your Ford Dealer for specific 49 states and California applications. (2) See your Ford Dealer for wide range of available transmission options. (3) Includes auxiliary springs on single-axle models. (4) 10-hole wheels available in steel or aluminum. (5) Flotation tires available on 16,000 and 18,000 from axle only. (6) Equivalent tube and tubeless (radial and non-radial) tires are available.

# Ford L-8000



The Conventional L. The Short Conventional LN. The Tandem LT & LNT. The Set-back LS or Tandem LTS. The L-8000 Series features economy, performance and versatility.

The standard engine in the L-8000 Series is the Ford Diesel, in the 185 and 210 HP versions (depending on vehicle model)—with options to 240 HP. Other diesel power options are available Special Order up to 250 HP.

The LS/LTS set-back front axle transfers up to 1,000 more pounds on the front axle than the L-8000. And its 51.2' turning diameter (with power steering and 9,000 lb. front axle) is the best in the Ford Louisville Line.

New for 1987—a redesigned "Driver's Instrument Panel" features a modular design for improved readability and simplified service.

## L-8000 Series Specifications

		SINGLE & SET-BACK FRONT AXLE SERIES	TANDEM & SET-BACK FRONT AXLE SERIES
SERIES		L/LN/LS-8000	LT/LNT/LTS-8000
GVW Rating (lb.)	Max.	35,000/39,000 <sup>††</sup>	64,000/66,000 <sup>Ⓢ</sup>
GCW Rating (lb.)	Max.	70,000	80,000
AXLE, FRONT Max. Rating (lb.)	Std.	7,000/9,000 <sup>††</sup>	9,000
	Max. Opt.	16,000* (L/LN) 16,000 (LS)	18,000/20,000 <sup>Ⓢ</sup>
AXLE, REAR Max. Rating (lb.)	Std.	21,000	34,000
	Max. Opt.	30,000* (L/LN) 23,000 (LS)	46,000
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air
	Opt.	Power-Disc	Power-Disc
BRAKES, PARKING	Std.	Spring-Set Type	Spring-Set Type
ENGINE	Std.	Ford Diesel 185 hp**	Ford Diesel 210 hp**
	Opt.	Ford Diesel 210**/225 <sup>†</sup> / 240**hp Cat. 3208N- 165**/210 hp* Cat. 3208T- 175 <sup>†</sup> /200 <sup>†</sup> / 215**/225 <sup>†</sup> /250 hp*	Ford Diesel 225 <sup>†</sup> /240**hp Cat. 3208N- 210 hp* Cat. 3208T- 200/215 hp**/ 225 <sup>†</sup> /250 hp*
CLUTCH (Dia. in.)	Std.	14 1-plate	14 1-plate
TRANSMISSION Direct 5-speed trans. available with wide or close ratio	Std.	5-speed	5-speed
	Opt.	5-speed 6-speed 10-speed 4-spd. auto. 5-spd. auto.	5-speed 6-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.
FRAME RBM = Yield Strength x SM	Std.	536,000 RBM 665,000 RBM <sup>††</sup>	665,000 RBM
	Max. Opt.	1,749,000 RBM	3,300,000 RBM <sup>†</sup>
SUSPENSION, FRONT Combined capacity at ground (lb.)	Std.	9,000/11,000 <sup>††</sup>	9,000/11,000 <sup>Ⓢ</sup>
	Max. Opt.	13,200 (L/LN) 16,000 (LS)	20,000
SUSPENSION, REAR Combined capacity at ground (lb.)	Std.	17,500	34,000
	Max. Opt.	24,500 <sup>†</sup>	46,000
AUXILIARY SPRINGS	Std.	4,500	—
POWER STEERING		Standard	Standard
WHEELS	Std.	Cast Spoke	Cast Spoke
	Opt.	10-Hole Disc <sup>‡</sup>	10-Hole Disc <sup>‡</sup>
TIRES	Std.	9.00x20 10 PR	9.00x20 10 PR
	Max. Opt.	011Rx24.5G 14 PR	015Rx22.5J 18 PR

\*Special order option. \*\*Not available in California. †California only.  
<sup>†</sup>Includes reinforcements. ††Not available for tractor. ‡Steel, aluminum or polished aluminum.  
<sup>†</sup>LS-8000. ††L/LN-8000. †††LTS-8000.

# Ford L-9000



The Rudkin-Wiley Aerodynamic Improvement Package (shown above) can save you big money in fuel—as much as 8%.\*

Add Optimized Aftercooling—featured in the Cummins L-10 and "Big-Cam IV" Series engines—and increase fuel economy by another 3% over "Big Cam III."†

Together that's an 11% improvement. At \$1.00 per gallon for diesel fuel (at 5 mpg) that could mean a savings of nearly \$2,000 per 100,000 miles.

The Ford L-9000—technology you can profit from to drive down the cost of ownership.

\*Based on 1985 Ford Engineering SAE "coast down" tests on L-Series trucks. Your actual savings will vary depending on your model and use.

†Based on Cummins "Big Cam" Series test data.

## L-9000 Series Specifications

SERIES		SINGLE & SET-BACK FRONT AXLE SERIES	TANDEM & SET-BACK FRONT AXLE SERIES
		L/LN/LS-9000	LT/LNT/LTS-9000
GVW Rating (lb.)	Max.	35,000/39,000 <sup>††</sup>	64,000/66,000 <sup>Ⓔ</sup>
GCW Rating (lb.)	Max.	80,000	82,000
AXLE, FRONT Max. Rating (lb.)	Std.	9,000/12,000 <sup>††</sup>	9,000/12,000 <sup>††</sup>
	Max. Opt.	16,000* (L/LN) 16,000 (LS)	18,000/20,000
AXLE, REAR Max. Rating (lb.)	Std.	23,000	34,000
	Max. Opt.	30,000*	65,000*
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air
BRAKES, PARKING	Std.	Spring-Set Type	Spring-Set Type
ENGINE	Std.	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240
	Opt.	Cummins L-10 (OA) Formula 270/300 Power Torque 240/270/300 "Big Cam IV" (OA) Formula 300/315/350 NTC 315/350 Caterpillar 3406B-310 <sup>†</sup> (NA w/LN) Caterpillar 3406 Economy 310 <sup>†</sup> (L only)	Cummins L-10 (OA) Formula 270/300 Power Torque 240/270/300 "Big Cam IV" (OA) Formula 300/315/350 <sup>†</sup> NTC 315/350 <sup>†</sup> Caterpillar Economy 3406B-310 <sup>††</sup> 350 <sup>††</sup> /400 <sup>††</sup> 3406B-310 <sup>††</sup> 350 <sup>††</sup> /400 <sup>††</sup> Caterpillar 3406B-310 <sup>††</sup> 350 <sup>††</sup> <sup>Ⓔ</sup>
CLUTCH (Dia. in.)	Std.	14 2 plates	14 2 plates
TRANSMISSION	Std.	9-speed	9-speed
	Opt.	6- <sup>††</sup> , 7-, 8-, 9-, 10-, 13-speeds	7-, 8-, 9-, 10-, 12- <sup>†</sup> , 13-speeds
FRAME (Varies w/wheelbase) RBM = Yield Strength x SM	Std.	1,183,600 RBM 1,463,000 RBM <sup>††</sup>	13.3 SM 1,463,000 RBM
	Max. Opt.	15.9 SM 1,749,000 RBM	30.0 SM <sup>‡</sup> 3,300,000 RBM
SUSPENSION, FRONT Combined capacity at ground (lb.)	Std.	9,000/12,000 <sup>††</sup>	9,000/12,000 <sup>Ⓔ</sup>
	Max. Opt.	13,200 (L/LN) 16,000 (LS)	20,000 (LNT)
SUSPENSION, REAR Combined capacity at ground (lb.)	Std.	21,000	34,000
	Max. Opt.	24,500	46,000
AUXILIARY SPRINGS	Std.	4,500	—
POWER STEERING		Opt./Std. <sup>††</sup>	Opt./Std. <sup>Ⓔ</sup>
WHEELS	Std.	Cast Spoke	Cast Spoke
	Opt.	10-Hole Disc <sup>††</sup>	10-Hole Disc <sup>††</sup>
TIRES	Std.	10.00 x 20 12 PR	10.00 x 20 12 PR
	Max. Opt.	011R x 24.5G 14 PR	011R x 24.5G 14PR

\*Special order option. †Not available in California. ‡Includes reinforcements.  
<sup>‡</sup>Not available for tractor. ††Steel, aluminum or polished aluminum.  
<sup>††</sup>LS/LTS-9000. <sup>Ⓔ</sup>LTS-9000. †LT/LNT-9000. (OA) = Optimized Aftercooling.



# Ford LTL-9000



Whether you are stopping for the night or lying over for the weekend, you'll appreciate the flagship comfort of an LTL-9000 sleeper cab. Four options are available: 34", 42" and two 60" models.

For the ultimate in Ford luxury, choose the 60" Penthouse (shown above) featuring:

- 60-inch double bunk\*
- Radio speakers with volume controls
- Air conditioning and heater with separate controls
- 2 Penthouse windows with tinted safety glass and individual blackout curtains.

Like the L-9000, the LTL-9000 offers the Rudkin-Wiley Aerodynamic Improvement Package† and Cummins Optimized Aftercooling, for fuel savings you can profit from (see page 14).

\*May be deleted for credit.

†Special Order Option.

## LTL-9000 Specifications<sup>1</sup>

SERIES	LTL-9000	
	STANDARD	OPTIONAL
GVWR (lb.) Max.	46,000	62,000
GCWR (lb.) Max.	82,000*	—
AXLE, FRONT Rating (lb.)	12,000	12,000 Aluminum 16,000 Steel
AXLE, REAR Rating (lb.)	40,000 Rockwell SQ-100	40,000 Eaton DS-402; Rockwell SQ-100** Rockwell SQ-100P† 46,000 Eaton DP460P/DS460P Rockwell SSHD
BRAKES, SERVICE Air, Cam-type	15" x 4"F, 16½" x 7"R	Twin Piston Power Disc
BRAKE, PARKING	Anchor-Lok Spring Set	Maxi or MGM
ELECTRICAL Alternator	75 amp. Motorcraft	75 amp. Delco 90 amp. Delco/Motorcraft 105 amp. Leece-Neville#
BATTERY Maintenance-free	2 625 CCA Motorcraft (with L-10) 3 550 CCA Motorcraft (with Big Cam IV)	3 550 CCA Motorcraft 4 550 CCA 3 or 4 625 CCA 3 or 4 625 CCA "Cycle Power"
ENGINE	Cummins: L-10 (OA) Formula 270•	Cummins L-10 (OA): Power Torque 270/300 Formula 270•/300 Cummins Big Cam IV (OA): Formula 300/315/350/400• NTC 315/350/400• Caterpillar: 3406B-310•/350•/400• Economy 3406B-310•/350•/400
CLUTCH	14-inch, 2 Plate	15½", 2 Plate (Form 300)
TRANSMISSION	9-Speed Direct	7-, 8-, 9-, 10-, 15-Speed Direct 8-, 9-, 10-, 13-Speed Overdrive
FRAME	1,463,000 RBM# #	3,300,000 RBM (Max.)
FUEL TANKS	Aluminum: 65-gal. LH 20-inch Dia.	Aluminum: 65-gal., Dual 20-inch Dia. 95-gal., Dual 24-inch Dia. 120-gal., Dual 24-inch Dia. Polished Aluminum: 95-gal., Dual 24-inch Dia.
STEERING	Manual	Power
SUSPENSION, FRONT (lb.) combined at ground	12,000	11,000 13,200 16,000
SUSPENSION, REAR (lb.) combined at ground	34,000 Hendrickson E4-340	46,000 Hendrickson RT-440HD (Max.)
WHEELS	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc
TIRES,® Tubeless Radial	Michelin 011Rx 22.5-14 XZA	285Rx24.5-14 (Max.)

<sup>1</sup>See your Ford Dealer for LTL-9000 Specifications. \*138,000 Turnpike Rating available.

\*\*Aluminum carrier. †Steel or aluminum carrier. #NA with Cummins engine.

•NA in California. ••California only. # RBM = Yield Strength x PSI. @Equivalent tubeless, tubeless flotation, tube and tube-type radials available. (OA) = Optimized Aftercooling.

# Ford CLT-9000



The CLT-9000 all-welded cab is built of high-strength, lightweight aluminum alloy combining toughness with tightness and a quiet ride.

When it comes to luxury and riding comfort, Ford line haulers are second to none. The CLT features a new air conditioning system in 1987—for simpler, more effective performance.

The CLT rides on air. The optional 4-point air cab suspension, optional rear axle air-ride suspension and air-ride driver and passenger seats virtually isolate the driver from chassis noise and vibration.

## CLT-9000 Specifications<sup>1</sup>

	CLT-9000	
	STANDARD	OPTIONAL
GCWR (lb.) Max.	82,000	127,000/138,000
GVWR (lb.) Max.	46,000	51,100
AXLE, FRONT Rating in lb.	12,000 Steel	12,000 Aluminum; 13,100 Steel
AXLE, REAR Rating in lb.	34,000 Rockwell SL-100	34,000 Eaton DS-341 40,000 Eaton DS-402, Rockwell SQ-100***, SQ-100P** 46,000 Rockwell SSHD
BRAKES, SERVICE Cam-type	15" x 4" x .44" F 16½" x 7" x .75" R	—
BRAKES, PARKING	Anchor-Lok Spring Set	Maxi or MGM
ELECTRICAL: Alternator	75 amp. Motorcraft	75 amp. or 90 amp. Delco 90 amp. or 105 amp. Leece-Neville 90 amp. Motorcraft
BATTERY	3 550CCA	3 or 4 625CCA, 4 550CCA 3 or 4 625CCA "Cycle Power"
ENGINE	Cummins Big Cam IV (OA) Formula 315	Cummins Formula 300/350/400+ Cummins NTC 315/350/400+ Caterpillar 3406B-310/350/400+ Caterpillar Econ 3406B-310/350/400+
FRAME	1,215,500 RBM Steel	1,302,400 RBM (Max.) Aluminum
FUEL TANKS (Gallons)	75 Dual Steel (Cyl.)	(See your Ford Dealer)
SUSPENSION, FRONT—Combined Rating (lb.) @ Ground	13,100	12,000; 12,000 Taper Leaf
SUSPENSION, REAR—Combined Rating (lb.) @ Ground	34,000 E4-340	(See your Ford Dealer)
TRANSMISSION	10-Speed Fuller RT-11610	7-Spd. Spicer 1372A 8-Spd. Fuller RT-11608, RT-14608 9-Spd. Fuller RT-11609A, RT-14609A 10-Spd. Fuller RT-14610 13-Spd. OD Fuller RTO-11613, RTO-14613
TIRES	Michelin 11Rx 22 5-14 XZA	Tube-type, Tubeless & Tubeless Radials
WHEELS	10-Hole Steel Disc	Cast Spoke, 10-Hole Disc <sup>†</sup>

<sup>1</sup>See your Ford Dealer for CL-9000 Specifications. \*\* Steel or aluminum carrier. <sup>†</sup>Special Order Option. +NA in California. (OA) = Optimized Aftercooling.  
<sup>‡</sup>Aluminum or polished aluminum.

### Federal Regulations

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupation Safety and Health Administration (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle, and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

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 Ford Diesel Engine Brochure  
 Ford Diesel Engine Spec Sheets\*
- 160 HP     210 HP  
 170 HP (49 States)     225 HP (California)  
 170 HP (California)     240 HP  
 185 HP

\*49 States and Canada except where noted for California usage.

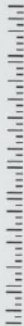
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