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**INTRODUCING THE  
MOST FUEL-EFFICIENT  
CLASS-8 CONVENTIONAL  
FORD HAS EVER BUILT**



# AEROMAX™

## LOOK AT IT AS A BUSINESS PARTNER.

Whether you're a fleet owner. Or an independent. There's no more competitive business than trucking. Mile after mile. Through the short haul and over the long.

Whether you own one hundred units. Or one. A line haul truck represents more than a dream. It's a real world capital expenditure. You have a right to demand a return for your dollar — through low operating costs, competitive performance and honest support from your dealer.

That's why at Ford Truck Operations we've made a commitment to the business end of trucking. Because in the final analysis that's what trucking today is all about. And how well you do in business might well depend on the truck you own.

That's why we designed AeroMax™ to be the most fuel efficient Class 8 conventional we've ever built. We couldn't afford to do anything else. You can't afford to operate anything else.

That's why we invite you to consider AeroMax™. When you add it all up, it makes good business sense.

**AeroMax™** — with an average 7.88 mpg in recent SAE Type II fuel economy tests.

**AeroMax™** — in single and tandem axle configurations for line haul flexibility.

**AeroMax™** — with set-back front axle for efficient weight distribution, outstanding maneuverability and ride.

**AeroMax™** — powered by Cummins and Caterpillar engines up to 400 hp, all with modern aftercooling systems for improved combustion efficiency and reduced emissions.

**AeroMax™** — with impressive GCWR's up to 82,000 (tandem axle) pounds and frames up to 1,749,000 pound RBM rating.

**AeroMax™** — featuring the 42- and 60-inch AeroBullet integrated sleeper with unique "flying V" shape, roof fairings and cab side extenders — plus over 7 feet of interior headroom space.

**AeroMax™** — available in pre-spec'd Work-Ready models for quick delivery and Extended Service Coverage at no extra cost.

**AeroMax™** — backed by a Ford Support System comprised of 260 Heavy Truck Dealers nationwide.

**AeroMax™**. Look at it as a business partner.

Some of the equipment shown or described in this catalog is available at extra cost or through retail organizations and establishments not connected with Ford Motor Company.



# AEROMAX™ — BECAUSE TRUCKING DOESN'T HAVE TO BE A DRAG

You've heard it before. It's something you'd rather forget. Or simply ignore. Because it's one of the most disturbing realities in the trucking business. As much as 50% of the power required to move your truck down the highway at legal speeds can be spent fighting the wind. That's remarkable. And that spent power is money wasted. That's much more than a drag. It's a drain on your bottom line.

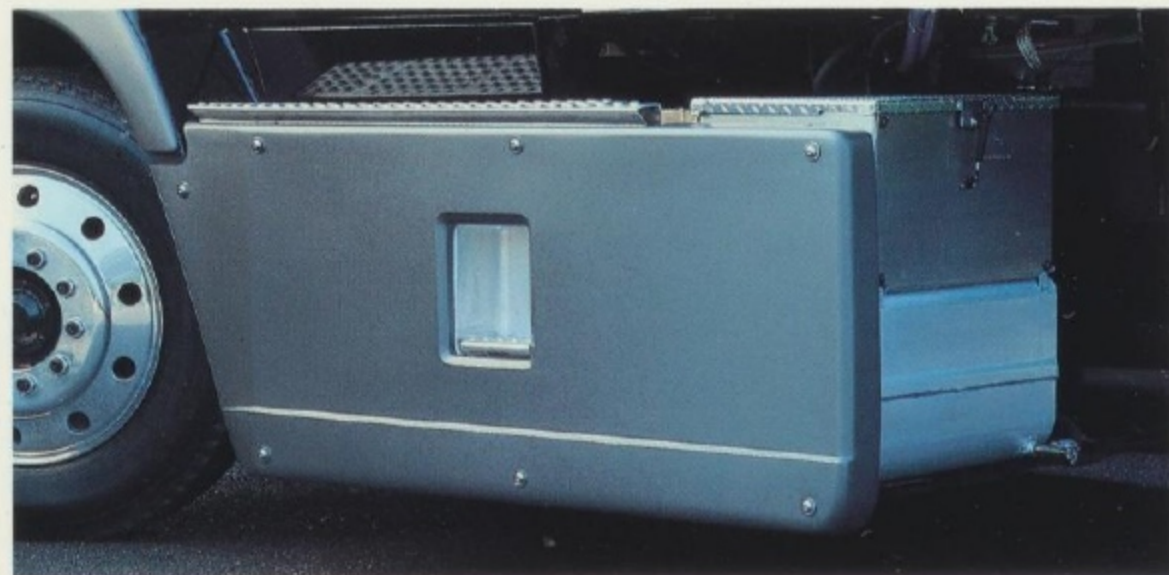
We've designed AeroMax™ to be the most fuel efficient Class 8 conventional we've ever built. A major part of that story lies in what engineers refer to as air management (measured by coefficient of drag) — the ability to direct air around and over your truck for more efficient operation and increased fuel economy.

**Complex Words For a Simple Idea**  
Aerodynamics. Air management. Drag coefficients. Complex words for something very simple — fuel savings. That's really what AeroMax™ is all about. The aerodynamic features built into it are there for a primary purpose — to help lower your operating costs and keep you in business.

Visit a Ford Heavy Truck Dealership. Examine AeroMax™. Better yet, drive one. Get the feel. Find out for yourself what trucking Ford style is all about. Why — according to the two most recent *Road King* magazine surveys (1985, 1986) — Ford Class 8's keep gaining in driver popularity. Again and again, more truckers are choosing Ford.

Forward-mounted dual integral fuel tanks contribute to efficient weight distribution.

Fuel tank fairings and cab valance panel close the gap over the fuel tanks and between the cab for reduced drag.



Aero headlights with integral flush turn signal for improved aerodynamic air flow around the fenders.



Air-dam bumper directs air around to the sides of the truck for better aerodynamic efficiency.

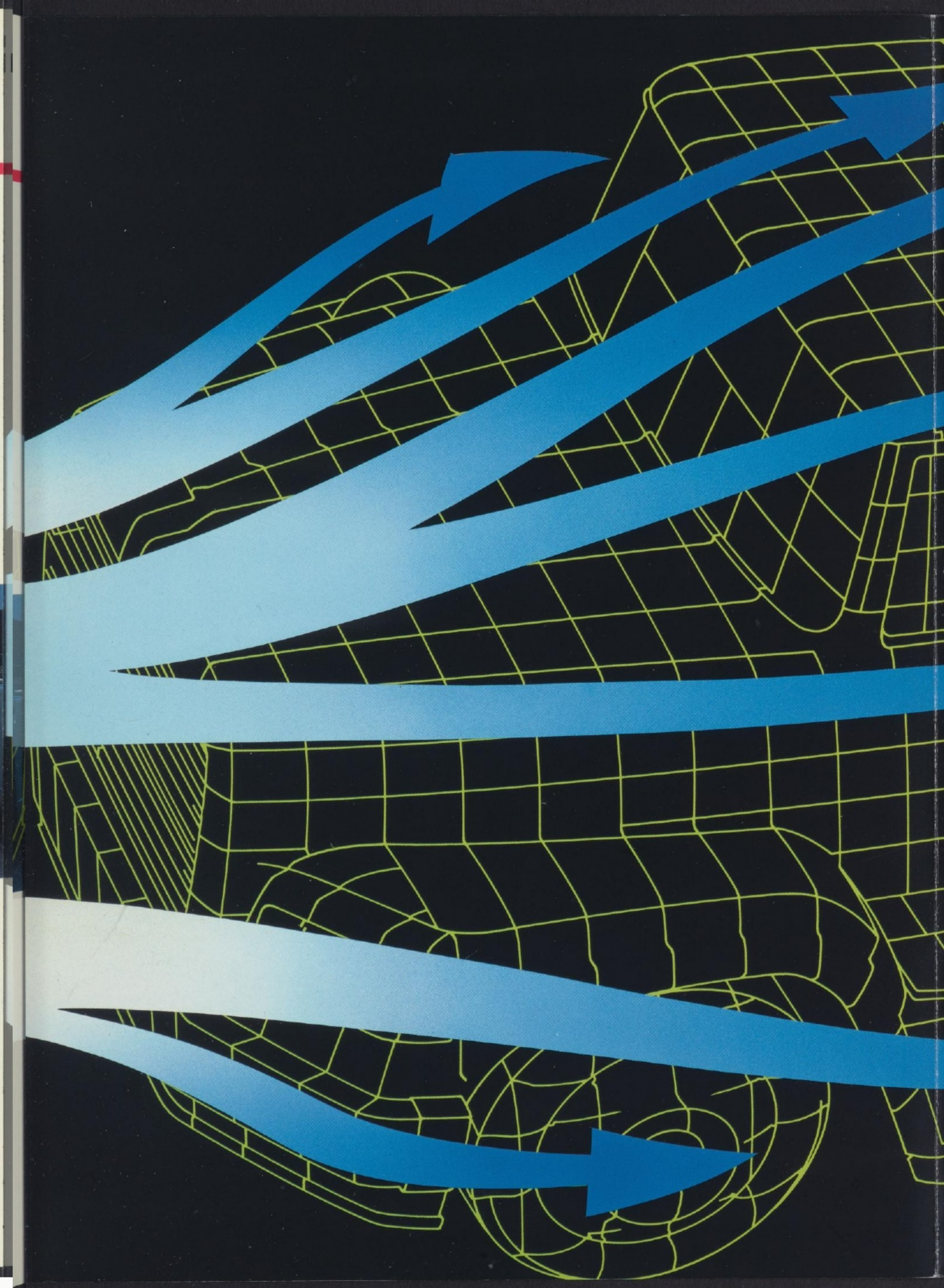


Wheel-opening fairings help prevent air from spilling into and out of the wheel well area for reduced turbulence.

Standard Michelin 11R22.5(G) tubeless radial tires offer reduced rolling resistance for increased fuel economy and performance.



Dual aerodynamic mirrors (with integral convex mirrors) and forward-facing turn signal lamps contribute to positive air flow management and safety.



# AEROMAX™ — SECOND TO NONE IN SET-BACK FRONT AXLE DESIGN

**AeroMax™ Tops The Competition**  
AeroMax™ may be a new truck. But it comes out of a proven tradition — like Ford's 18 years of set-back front axle experience. It's no surprise that AeroMax™ tops the competition in set-back front axle performance.

We introduced the set-back Louisville line in the early 1970's. The advantages that were important then are even more important now in today's acutely competitive and cost-conscious Class 8 marketplace.

**More Effective Weight Distribution To The Front Axle**  
The key to effective weight distribution lies in how much of the fifth wheel load can be put on the front axle. The AeroMax™ front axle is set back 19 inches compared to a conventional Ford configuration.

This feature, coupled with an effective FABC (front-axle-to-back-of-cab) of 59 inches and a CA (cab-to-axle) of 84 inches results in a wheelbase of only 143 inches — meaning that AeroMax™ transfers a greater percentage of its load to the front axle than any competitor, including the Volvo White WCA. This favorable shift in load distribution will help you optimize payload per run and meet Bridge Formula requirements.

**More Comfortable Ride**  
Set-back front axle trucks — by loading front springs to their designed operating range and by taking advantage of the set-back axle's favorable positioning relative to chassis and payload weights — provide outstanding riding comfort. That's a big plus over the long haul.

**Set-Back Superiority**  
The following chart illustrates the superiority of AeroMax™ over the competition in the amount of weight transferred to the front axle — up to a 210 pound advantage over the Freightliner FLC 1204ST.

## AeroMax™ Tops The Competition

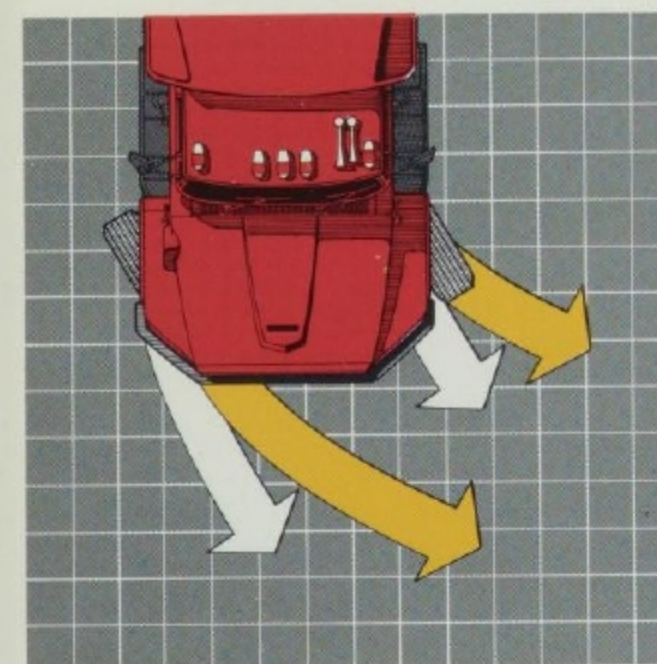
Vehicle/Model	CA (in.)	WB (in.)	Fifth Wheel Load (lbs.)*	% Front Axle	Total Front Axle (lbs.)
FORD AEROMAX™	84	143	15,000	14.0	2,100
White Aero WCA42T	84	146	15,000	13.7	2,055
International 9300	84	148	15,000	13.5	2,025
Freightliner FLT 11242ST	84	153	15,000	13.1	1,965
Kenworth T600	84	158	15,000	12.7	1,905
Freightliner FLC1204ST	84	159	15,000	12.6	1,890

\*With a 20-inch fifth wheel setting.

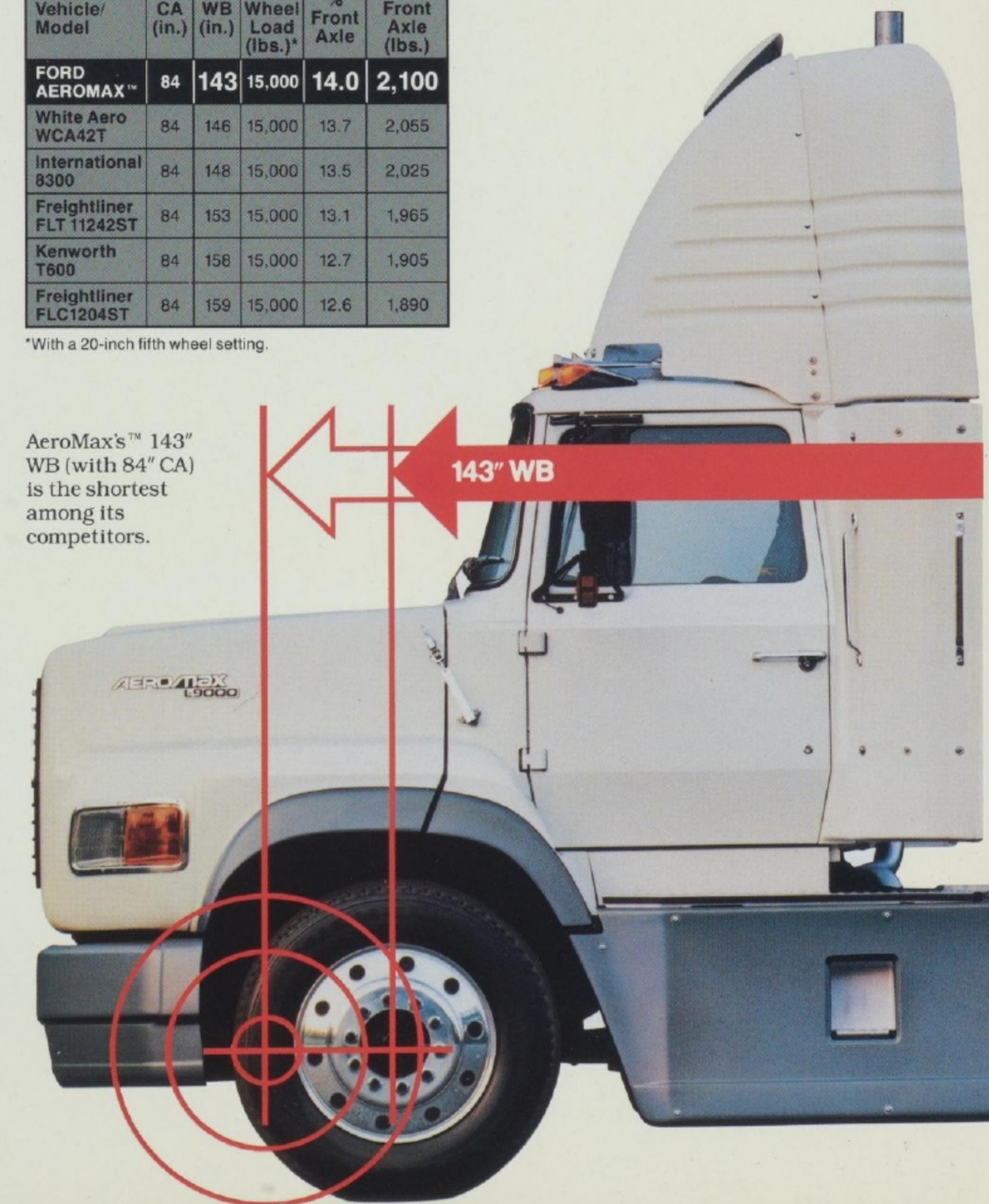
**Improved Maneuverability**  
AeroMax's™ (LTA) 53.30' tire-to-tire turning diameter (with power steering, 12,000 pound aluminum front axle and 84" CA) is over 6' less than a comparable LT-9000 and over 2' less than a comparable LNT-9000. Plus, its swept-back fenders and bumpers improve wall-to-wall clearance.

So if your application takes you into tight loading docks or congested city streets, consider AeroMax™. Its short wheelbase and effective wheel-cut angle result in a tight turning radius and good maneuverability. AeroMax™ might be just what you're looking for to get you or your drivers out of a cab-over.

AeroMax's™ 143" WB (with 84" CA) is the shortest among its competitors.



A turning diameter of only 53.30' helps provide AeroMax™ with the maneuverability needed to operate around crowded loading docks and narrow city streets.



# AIR SUPREMACY

## The Results Are In — AeroMax™ Averages 7.88 MPG In SAE Type II Fuel Economy Tests!

In a recent SAE Fuel Economy Test, conducted by an independent agency (TRC), AeroMax™ averaged 7.88 mpg — over three runs at 55 mph. That's nearly 25% better than a typically spec'd 1984 Ford LNT-9000 got over the same course without the benefit of aerodynamic devices and a modern economy engine.

Vehicle	Engine	Transmission	Rear Axle	Tires	GCWR/ Cruising Speed	MPG
AeroMax™ w/Aero- dynamic Package	Cummins L-10 (OA) Formula 300 hp @ 1900 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell SQ-100 w/3.55 Ratio	Michelin 275R24.5 (14)	63,000 lbs/ 55 mph	<b>7.88</b>
Ford LNT- 9000 with- out Aero- dynamic Package	Cummins Big Cam III Formula 300 hp @ 1800 rpm	Fuller RTF-11609 9-Speed Direct	Rockwell SQ-100 w/3.73 Ratio	Goodyear 285/ 75R24.5 (14)	63,000 lbs/ 55 mph	<b>6.38</b>

If you're presently averaging around 6 mpg, you're operating at 1984 efficiency. Get up to date. Get into AeroMax™. Over 100,000 miles on the road, at a dollar a gallon for diesel fuel, AeroMax™ could save you more than \$3,000.

## The Ford AeroForce Completes the "All American Challenge" — At 6.58 and 8.27 MPG

The Ford AeroForce. It's the name we've given to our

Class 8 line haulers: the CL-9000, the LTL-9000 and now AeroMax™ — properly equipped with Aero Packages, radial tires and fuel-economizing powertrains spec'd to "gear fast and run slow."

The Ford AeroForce. We've just completed a cross-country 3,500 mile road run from Anaheim to Philadelphia — the "All American Challenge." The results speak for themselves. *Spec'd out as shown below, the CL-9000 averaged 8.27 mpg and the LTL-9000 6.58 mpg.*

Vehicle	Engine	Transmission	Rear Axle	Tires	GCWR/ Cruising Speed	MPG
CL-9000 w/Aero- dynamic Package	Cummins L-10 (OA) Formula 300 hp @ 1900 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell RS-23160 w/3.42 Ratio	Michelin 275R24.5 (14)	63,000 lbs/ 55 mph	High: 10.84 Low: 7.31 Average: <b>8.27</b>
LTL-9000 w/60" Aero Bullet Sleeper	Cummins NTC (OA) 444 hp @ 2100 rpm	Fuller RTO-14613 13-Speed Overdrive	Rockwell SQ-100 w/3.9 Ratio	Michelin 275R24.5 (14)	80,000 lbs/ 55 mph	High: 8.91 Low: 5.79 Average: <b>6.58</b>

## Toll-Free Sales & Service Hotline

For information concerning SAE Test Results, the All American Challenge or Ford Truck Operations sales, parts and service facilities, call toll-free 1-800-FORD 1ST (367-3178).\* Operators are ready to take your call from 8 A.M. to 8 P.M. (EST). With Ford, you're never far from home.

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



### Options Availability

Some options displayed or described here and elsewhere in this catalog are available at extra cost and may be offered in combination with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

### Product Changes

Ford Truck Operations reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with their respective sales organizations, and Ford assumes no responsibility for their use.

### 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 Occupational 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.

### "Ask Your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.



**Setting  
New Standards  
Of Value**