



B-SERIES



Ford B-Series An Investment In Value



Quality Is Job 1

Value begins with quality. And at Ford, Quality is Job 1. As a result, the Ford B-Series has developed into a proven competitor. It's built Ford Tough, the end product of innovative engineering. Plus, it offers power options to match nearly every transportation need: diesel, gasoline or LP gas.

Choose The Power That's Right For You

The B-Series offers a wide range of engines—diesel, gasoline and LP-Gas*—all engineered to deliver the optimum combination of performance and economy. Only Ford offers you these factory installed power options.

Fleet-Tested Ford Diesel

Even in low mileage applications, diesel power can offer economical operation in the daily "stop and go" world of people transportation. Since its introduction in 1986, the fleet-tested Ford Diesel has been setting new standards of value. Within the B-Series there are five horsepower

ratings: 165[†]/170/210/215 (50 states) and 185 (N/A California)—all designed to deliver premium performance at mid-range cost.

Gasoline Or LP-Gas

For applications where diesel power is not favored, the B-Series offers tough, efficient Ford gasoline V-8 engines up to 213 HP.

Ford also offers an efficient factory-installed 7.0 liter (4-V) LP-Gas version, providing good fuel economy and unique maintenance advantages over straight gasoline engines.

Engineered To Deliver Value

You are moving valuable cargo—People. That's why the B-Series is designed with the utmost in engineering innovation and care.

Start with a Ford first—the advanced split hydraulic brake system. In use since 1984, it has features comparable to that of air brakes, like rear wheel spring-set parking brakes. All at hydraulic prices.

Upper and lower hood panels, front floor pan and cowl top panels are galvanized steel for improved corrosion protection. Power steering and power brakes are a part of a list of B-Series features that meets or exceeds the National Minimum Standards[†] for School Buses. And the popular tilt-hood option helps keep down the cost of maintenance by providing convenient service access.

New Transmissions For 1988

The 1988 B-Series features standard 5-speed Eaton (B-600) and Spicer (B-700) transmissions. The lower first-gear ratios designed into these transmissions result in improved startability, increased gradeability and overall performance over the 4-speed transmissions they replace.

The Ford B-Series—dollar for dollar, there may be no better value in the market.

[†]Late availability in California.

*Special Order Option.

[†]Optional fender undercoating (dealer installed) and matching front and rear tires may be required to meet National Minimum Standards.

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

Ford Diesel Power Plus School Bus Economy

Proven In Ford CARGO

The Ford Diesel was first introduced in the Ford CARGO in 1985 in the 165 hp version. Now, there's an expanded lineup, all turbocharged, featuring aftercooling systems in the 210/215/240 hp models for improved performance and fuel economy.

Proven In 4 Million Fleet-Tested Miles

Ford Diesel has been fleet-tested through 4 million miles of customer use—in the same tough stop-and-go situations encountered by bus fleets.

The results—experienced fleet owners agree. The Ford Diesel is setting new standards of value in performance and fuel economy.

Proven In Over 350,000 Demonstrator Program Miles

Ford Diesel Power. Proven in Ford CARGO. Proven in Fleet tests. Proven in 1986 SAE Type II fuel economy tests (with an average 10.49 mpg in the 160 hp version). And now proven in over 350,000 Ford Demonstrator Program miles.

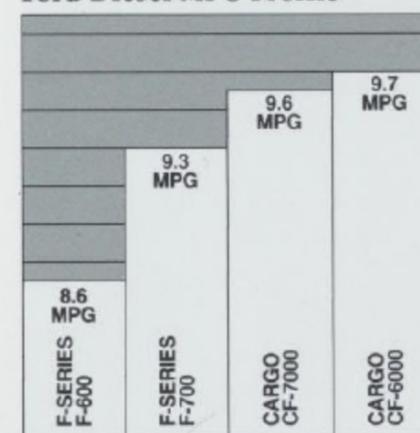
We put the Ford Diesel to work in our Demonstrator Program—in three vocations: hauling, refuse and construction. Over 1,400 participants put the Ford Diesel through a minimum of 250 actual working miles in CARGO and the Ford F-Series, through a variety of "real-world" applications—highway, stop-and-go inner city, off-road.

The results—CARGO averaged 9.7 mpg in the 6000 Series and 9.6 mpg in the 7000 Series. The F-600 averaged 8.6 mpg and the F-700 9.3 mpg.

If you're not getting these kinds of mileage figures from your fleet engines, isn't it time you considered Ford Diesel?



Ford Diesel MPG Profile



Note: Mileage figures gathered from Ford Truck Operations Demonstrator Program data.

Don't Take Our Word For It—Call Toll-Free 1-800-FORD 1ST (367-3178)*

We think you'll agree. The Ford 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.

But don't take our word for it. We've got the testimonials of "Big Users" and the engine spec sheets to back our claims.

Call Toll-Free 1-800-FORD 1ST (367-3178) and we'll send them to you with no obligations.

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

Premium Ford Toughness Without The Price

(A) Stress-Relieved Cast Iron Cylinder Block is built for toughness, excellent heat transfer and cooling. The deep skirt design extends well beneath the crankshaft to maximize rigidity and strength. And its parent-bore construction makes it tough and rebuildable—up to four times to .040”

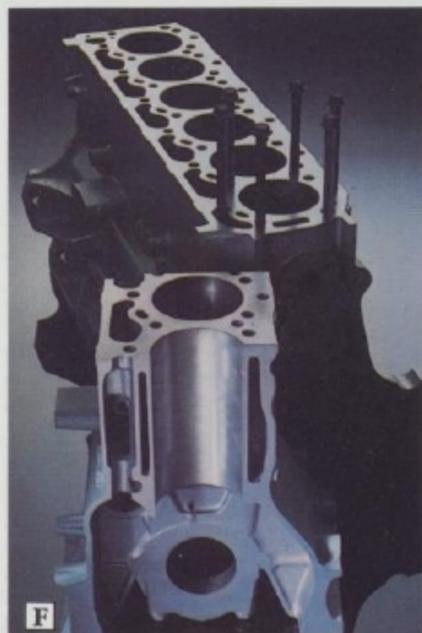
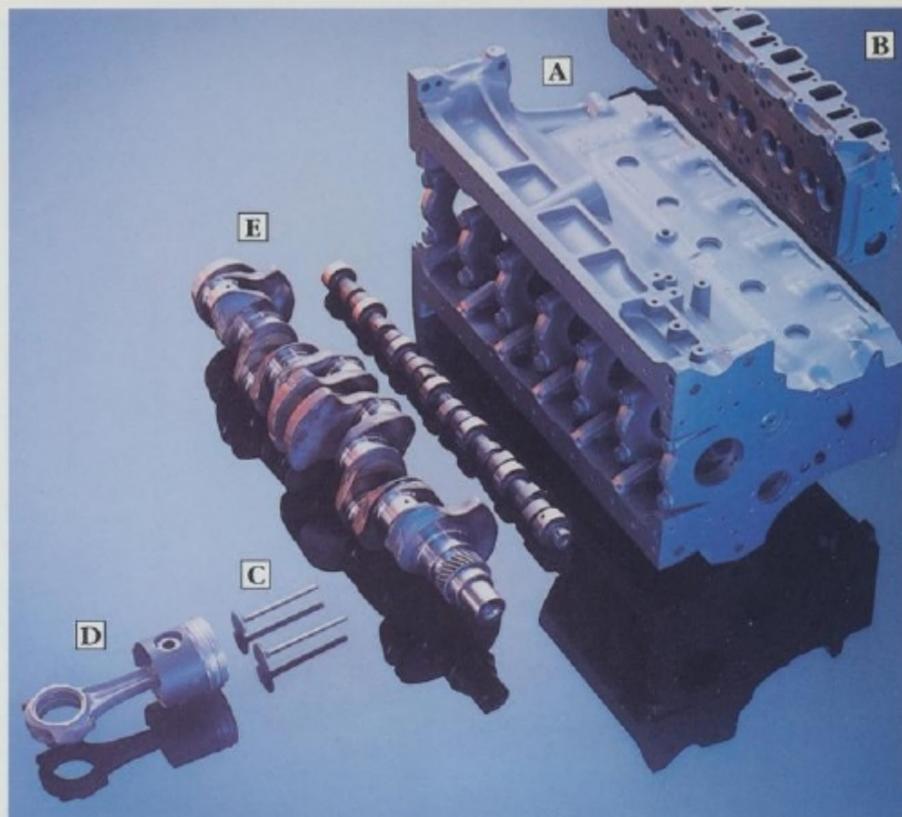
(B) Stress-Relieved Cast Iron Cylinder Head features 6 large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.

(C) Stellite-Faced, Chrome-Stem Exhaust Valves for protection against wear, burning and warping. Used for years in high-performance engines and reciprocating aircraft engines for its resistance to wear at high temperatures, Stellite is an alloy composed largely of chromium and cobalt.

(D) Autothermic Piston Design results in controlled expansion and tight fit within the cylinder for reduced piston “slap” and wear. Two chrome-plated oil-control rings provide excellent oil-retention. The “tight” cast-iron top ring combines excellent wear characteristics with increased combustion pressure and performance.

Forged High-Strength Steel Alloy Connecting Rods are built for toughness under severe operating conditions. Oversize bearings are designed for long life and rigid piston support within the cylinders, minimizing deflection and wear.

(E) Forged Alloy Steel Crankshaft is designed for strength. Its 7 main bearings provide an exceptionally large area—26.7 square inches—for enhanced support and bearing life. The induction-hardened journals can be reground up to five times. Dynamic balance decreases vibration and helps extend bearing life.



(F) Parent Bore Advantages
The Ford Diesel's parent bore design offers distinct advantages over wet-sleeve engines:

Strength—The solid iron, parent bore block actually forms a double cylinder wall compared to the single wall of a wet-liner engine. The result—increased rigidity and wear resistance.

Elimination Of Leak Points—The parent bore engine eliminates the o-rings used at the top and bottom of an inserted wet-sleeve design. Over time, o-rings deteriorate, allowing engine coolant and oil to leak into the cylinders.

Ford Diesel takes advantage of modern metallurgical and casting technology to help lower your operating costs while improving performance.

Extended Service Coverage 60 Months/150,000 Miles

It's Called Turbodynamics

The Ford Diesel incorporates what Ford engineers call “turbodynamics,” the refinement of existing combustion technology into optimized diesel performance and economy. The result—a powerful mid-range diesel with turbo-charged response and excellent all-around performance.

Its basic in-line configuration allows ready access to componentry for simplified service and reduced down time. Your service people will spend their time performing necessary maintenance, not unnecessary motion.

The Ford Diesel 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.

It's Rebuildable...Again...And Again...And Again

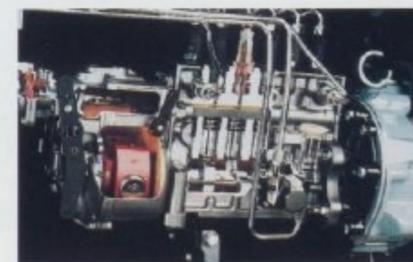
Oil filters may be expendable. But your engine isn't. That's why the Ford Diesel was designed for rebuildability. Again. And again. And again. That can add up to big savings during high-mileage operations and at trade-in time.

- Parent-bore cylinder can be bored at four intervals up to 0.040-inch oversize. Optional sleeving is available.
- Crankshaft journals can be ground at five intervals up to 0.040-inch undersize.
- Heads can be milled up to 0.020-inch. Valve seat inserts up to 0.030-inch oversize are available.
- Camshaft bearings are replaceable.
- Crankshaft seals, front and rear, are designed for convenient replacement.



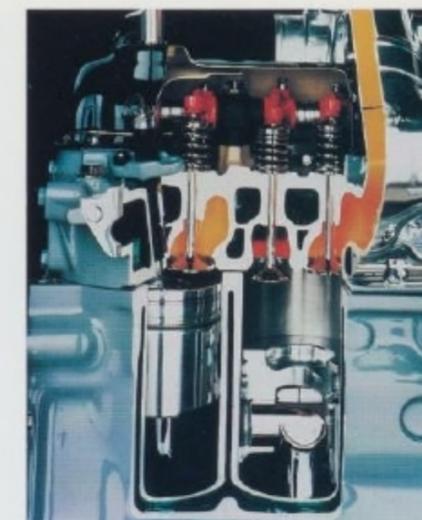
Garrett Turbocharger

The Garrett turbocharger has been designed and developed as an integral part of the Ford Diesel engine. The precise matching of the turbo system provides excellent power and torque performance, even at high altitudes.



Bosch Direct Injection Fuel Pump

The Bosch high-pressure direct-injection fuel pump has been specifically tailored to provide precise fuel delivery at all engine speeds, resulting in consistent power and good fuel economy. The P-Series pump (A-Series on 165 HP engine) is normally associated with linehaul diesels and, therefore, can be expected to provide outstanding performance.



Combustion System

Large section inlet and exhaust manifolds, helical-type inlet ports and advanced piston bowl shaping create a highly turbulent air-fuel mixture which contributes to very efficient combustion, good fuel economy and exhaust emissions control.

High Torque Rise Pulling Power

With torque rise up to 25%, the Ford Diesel is a premium performance engine featuring remarkable pulling power at low engine speeds. This means easier hill climbing with fewer gear changes. The result—less driving strain and reduced engine wear.

Ford Diesel Performance Pledge

The Ford Diesel is backed by the Ford Diesel Performance Pledge. An added value at no extra cost to you (except 165 HP).

- 5 years/150,000 miles Extended Service Coverage—free engine parts and labor.
- 48-hour Parts Delivery Guarantee. Ask your Ford Dealer for details.
- Supported by over 600 certified service Dealers nationwide.
- Toll-Free hotline—1-800-FORD 1ST (367-3178)*

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

NOTE: Chromed and painted engine parts are for display only.

Quality Engineering Driving Ease

- Frames up to a big 1,188,000 RBM

- Hi-tensile steel, full-channel, straight-through rails for strength and toughness

- Wide track front axle for better ride
- Power steering for easy handling



- Front and rear shock absorbers for reduced stress

- Fuel tank protection guard

- 75° tilt hood for service ease

Air Brake Features At Standard Prices

Air brakes give you stopping power—but at a premium cost. Ford's split hydraulic brake system, disc front/drum rear, gives you comparable performance, but at a fraction of the cost. Since 1984, thousands of Ford School Buses have proven the value of this quality system.

The spring-set parking brake, for example, is activated by a cam lever located on the instrument panel—a feature up until now found only on air brake systems. The advantage: positive holding power with no drive-line slack and no floor-mounted parking brake handle to restrict leg room.

An electric back-up motor operates automatically to provide full braking power in the event of hydraulic power assist failure.

Having fewer parts than vacuum hydraulic systems, Ford's power hydraulic brake system is easier to service. And convenient access simplifies inspection and routine maintenance.

A Tilt Hood Option For Service Ease

A tilt hood means your service people spend their time performing neces-

sary maintenance, not unnecessary motion. Ford's popular tilt hood option allows the entire hood-and-fender assembly to tilt a full 75° for easy accessibility and working room. Construction is of die-formed fiberglass for uniformity and a smooth finish, with steel reinforcements for added strength.

Driver-Oriented Instrument Panel

The driver-oriented instrument panel is designed for easy viewing. Controls are conveniently located for efficient vehicle operation.

The B-Series instrument panel features a "warning light module" wherein all monitoring systems are clustered together for easy reading. The module includes several blank bulbs for simple and low cost after-market installation of supplementary monitors such as "door ajar," or "warning lights flashing."



Ford B-Series Specifications

Series		B-600	B-700
GVWR (lbs.)	Std.	21,000	24,100
	Max.	26,500	28,000
AXLE, FRONT (lbs.)	Std.	6,000	8,000
	Opt.	8,000/9,000	9,000
AXLE, REAR (lbs.)	Std.	15,000	17,500
	Max.	17,500	21,000
SERVICE BRAKES	Std.	Split Power—Hydraulic	
	Opt.	Hyd. H.D. Rear†	Hyd. H.D. Rear/Air
PARKING BRAKES w/cam lever		Spring-set with either hydraulic or air brakes	
BATTERY Motorcraft Maintenance-Free 12-Volt	Std.	1 380 CCA (45 amp.-hr.) w/gasoline engines 2 535 CCA (71 amp.-hr.) w/diesel engines	
	Opt.	1, 2, or 3 535 CCA (71 amp.-hr.) w/gasoline engines 3 535 CCA (71 amp.-hr.) w/diesel engines	
ALTERNATOR	Std.	75 amp.	
	Opt.	60, 90, 130 amp.	
ENGINES	Std.	6.1L (370) 2V V-8	6.1L (370) 2V V-8
	Opt.	7.0L (429) 4V V-8* Ford Diesel—165 hp†	7.0L (429) 4V V-8* Ford Diesel—170 hp Ford Diesel—185 hp† Ford Diesel—210 hp Ford Diesel—215 hp
CLUTCH DIAMETER	Std.	13"	13"
TRANSMISSION (Direct)	Std.	5-Speed	5-Speed
	Opt.	5-Speed, 4-Speed Automatic	5-Speed, 6-Speed, 4-Speed Automatic
FRAME RBM = SM x Yield Strength	Min.	273,600 RBM	510,000 RBM
	Max.	510,000 RBM	1,188,000 RBM
SHOCK ABSORBERS	Std.	Front and Rear	
SUSPENSION, FRONT Combined rating @ ground (lbs.)	Std.	6,850	9,000
	Max.	15,000	17,500
SUSPENSION, REAR Combined rating @ ground (lbs.)	Std.	15,000	17,500
	Max.	19,000	21,000
STEERING	Std.	Power	
WHEELS	Std.	Cast Spoke	
	Opt.	6- or 10-Hole, Steel Disc	
TIRES†	Max.	265/75R 22.5G	11R 22.5G
PASSENGERS	Range	35-60	59-72

* 170 hp in California. To be replaced by 165 hp at a later date. † 49 states. ‡ Equivalent tube and tubeless (radial and non-radial) tires are available. † Air with 17,500-lb. rear axle diesel.

Additional Standard Equipment

- Non-Lead Yellow Paint
- flat face cowl
- emergency lamp flasher
- front turn signals
- halogen headlamps
- black front bumper
- yellow grille
- driveshaft guard
- extended tail pipe
- dual electric horns
- front side marker lights and reflectors
- brake backup system motor warning light
- service and parking brake warning light and buzzer
- oil pressure and coolant temperature gauges
- warning lights and buzzer for low engine oil pressure, low coolant level and high coolant temperature (diesel only)
- voltmeter
- low coolant warning light (diesel only)

Additional Optional Equipment

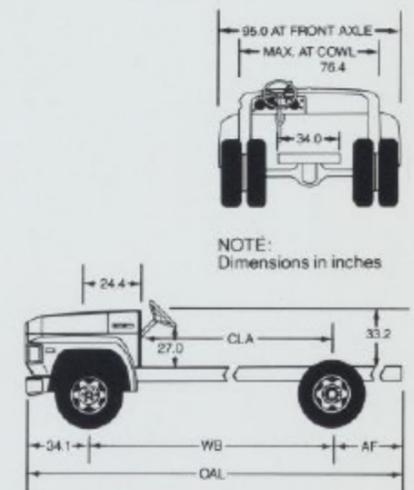
- Tilt hood
- hydraulic jack
- spare wheel and tire
- front tow hooks
- air cleaner restriction indicator gauge (diesel only)

B-Series Chassis Selector

Chassis Series	Maximum Number of Passengers*	WB	CLA	AF	OAL
B-600	35-36	151"	127"	104"	290"
	47-48	193"	169"	111"	338"
	53-54	217"	193"	130"	381"
	59-60	237"	213"	132"	403"
B-700	59-60	237"	213"	132"	403"
	65-66	255"	231"	146"	436"
	71-72	275"	251"	136"	445"

NOTE: Dimensions are for base models with standard equipment. *Consult bus body supplier as the capacity may be less because of seat spacing, body length or state requirements.

B-Series Dimensions



With Ford, You're Never Far From Home!

Specifications, descriptions and illustrative material contained were as accurate as known at the time this publication was approved for printing. Ford reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options or accessories illustrated or referred to as optional or available are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

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 Act (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.

Many 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 the respective manufacturers and their sales organizations and Ford assumes no responsibility for their use.



Toll-Free Sales & Service Hotline

Call toll-free 1-800-FORD 1ST (367-3178)* for information concerning B-Series sales, parts or service facilities. 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

- ★ Regional Sales Offices
- District Sales Offices
- Parts Distribution Centers
- ▲ Heavy-Duty Truck Dealers



FORD PARTS AND SERVICE DIVISION



Setting New Standards Of Value



FORD B-SERIES

