



F-SERIES





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 F-Series An Investment In Value



New For 1988—F-Super Duty Class 4 Chassis-Cab

The new F-Super Duty Chassis-Cab is designed to fill the gap between the F-350 Ford Pickup and the medium-duty F-600. Available in 137- and 161-inch wheelbases, the F-Super Duty is powered by a big 7.5L EFI V-8 gasoline engine with a 7.3L diesel option; features a 14,500 lb. GVWR, a 5,000 lb. GAWR monobeam front axle and 11,000 lb. rear axle, a 5-speed manual overdrive transmission; and carries a 9,200/9,100 pound (137/161" WB) payload capacity.

Gasoline, LP-Gas Or Diesel Power

Gasoline. LP-Gas.* Diesel. The Ford F-Series carries them all. There's an engine for every medium trucking need. Choose from the Ford Lima Gasoline Series or the Ford Diesel. Designed for premium performance without the price, the Ford Diesel is available in 6 horsepower ratings within the F-Series up to 240 HP. It features a Garrett turbocharger for enhanced power and a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds.

*Special Order Option

Work-Ready Trucks

Ford makes it easy to get the truck that's right for you with our Work-Ready Program. Pre-spec'd and carrying Extended Service Coverage, eighty models are available for quick delivery.

Contents

Kentucky Truck Plant, Cab	
Construction	4-5
Ford Diesel Engine	6-9
Work-Ready Trucks	10-11
Components and Products	12-13
Interiors	14-15
Service Ease, Warranty	16-17
Specifications and Options	18-19



Skill-Pride-Quality The Kentucky Truck Plant

The Ford Tradition

Built tough. With skill, pride and quality. That's the Ford tradition.

Our Kentucky Truck Plant (KTP), covering more than 68 acres under roof on a 415-acre site, is one of the largest, and most modern manufacturing facilities in the world. Each year it attracts visitors from all over the world to see Ford's advanced technology and latest production techniques at work.

KTP Assembly Line No. 1

Here's where medium truck quality begins. Assembly Line No. 1 is devoted to the production of Ford's medium duty trucks. It's the home of the F-Series.

This is where traditional quality and modern technology come together across 10 miles of conveyors. Parts from approximately 1,400 suppliers totalling some 24,000 different items come in under computer control, are automatically stored and then arrive on line at the moment they're needed.

Ripping Them Apart To Be Sure

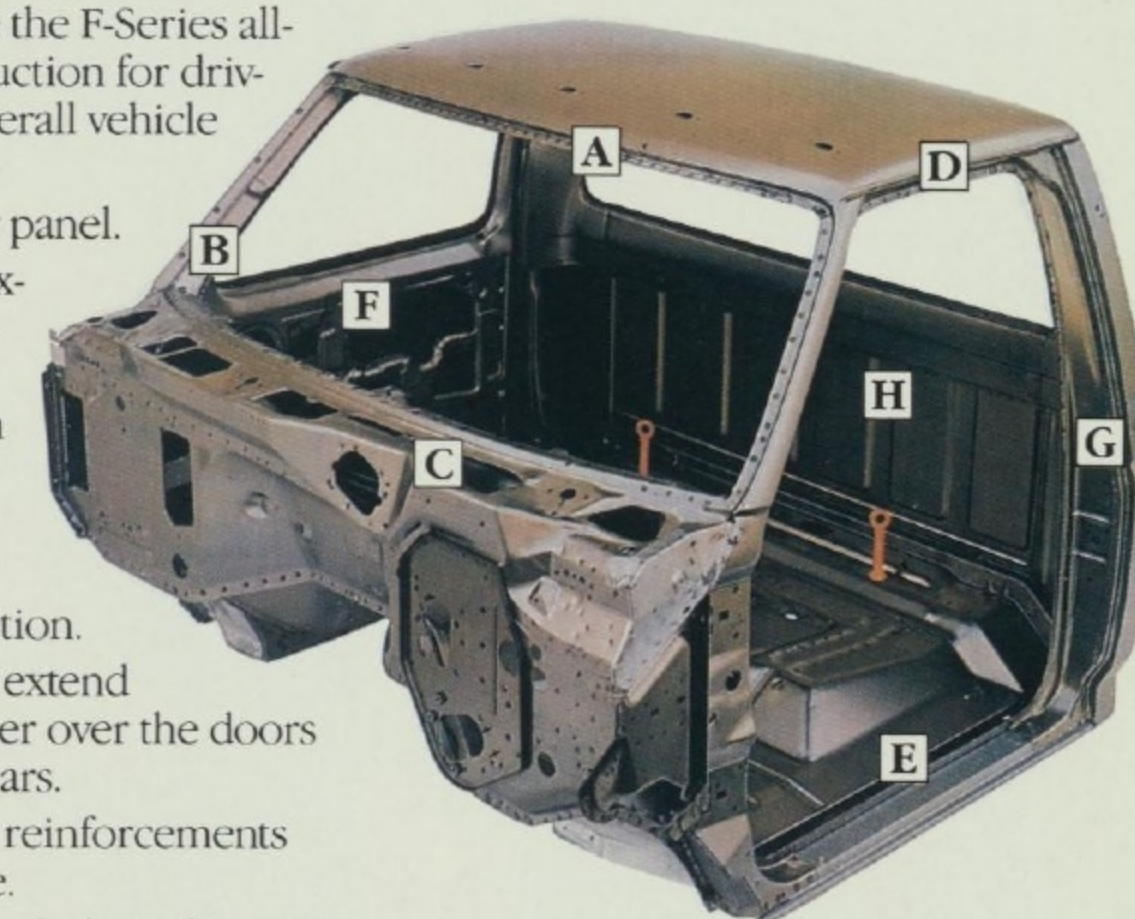
You expect a lot for the dollars you spend on your truck. We expect a lot from what we build. That's why randomly selected F-Series cabs are ripped apart at KTP and examined to make sure welds meet engineering specifications. Every seam is ripped apart with an air hammer and every spot weld—up to 1,700 of them—is inspected. To pass, welds must be of specified size and strong enough to tear a hole in the surrounding metal.

Built Ford Tough—More Than A Slogan.

It's a tradition that translates into tangible values like the F-Series all-welded cab construction for driving comfort and overall vehicle performance.

- (A) Full roof inner panel.
- (B) One-piece, box-type hinge pillars extend from floor pan to roof.
- (C) Front cab header is one-piece construction.
- (D) Roof side rails extend from the header over the doors to the lock pillars.
- (E) Box-type floor reinforcements for a solid base.
- (F) Galvanized (2-sides) steel inner door panels. Galvanized steel (1-side) outer door panels.
- (G) Lock pillar is of two-piece welded design for added support.
- (H) Insulation and sound deadening materials help shut out noise and vibration.

All-Welded Cab Construction



New For 1988—Improved Corrosion Protection

At Ford, customer satisfaction is a top priority. That's why we've just invested 24 million dollars to upgrade our corrosion protection facilities to a state-of-the-art level.

Each cab is fully immersed in a new priming material called "Uniprime™"—thicker, smoother and better at reaching nooks and crannies than the E-coat material previously used. A high voltage charge then bonds the primer to the metal. In addition, sealers and special coatings are applied to critical areas for optimized corrosion protection. And finally, a new sealer bake oven and "paint prep" sanding process help guarantee a superior finish on all Ford cabs.

Just how good do we think our anti-corrosion story is? Good enough to back with a solid anti-corrosion warranty that covers 100% parts and labor for 36 months/unlimited mileage.



Ford Diesel Power

Over 20 Years and 2,000,000 Diesel Engines Ago

That's how long Ford has been in the heavy-duty diesel engine business.

We've been a pioneer in the development of diesel power since we introduced our first diesel engine in 1965. Our agricultural and industrial diesels have been used in 100 countries since then.

The new Ford Diesel is a direct product of that proud service history.

Proven in Ford CARGO

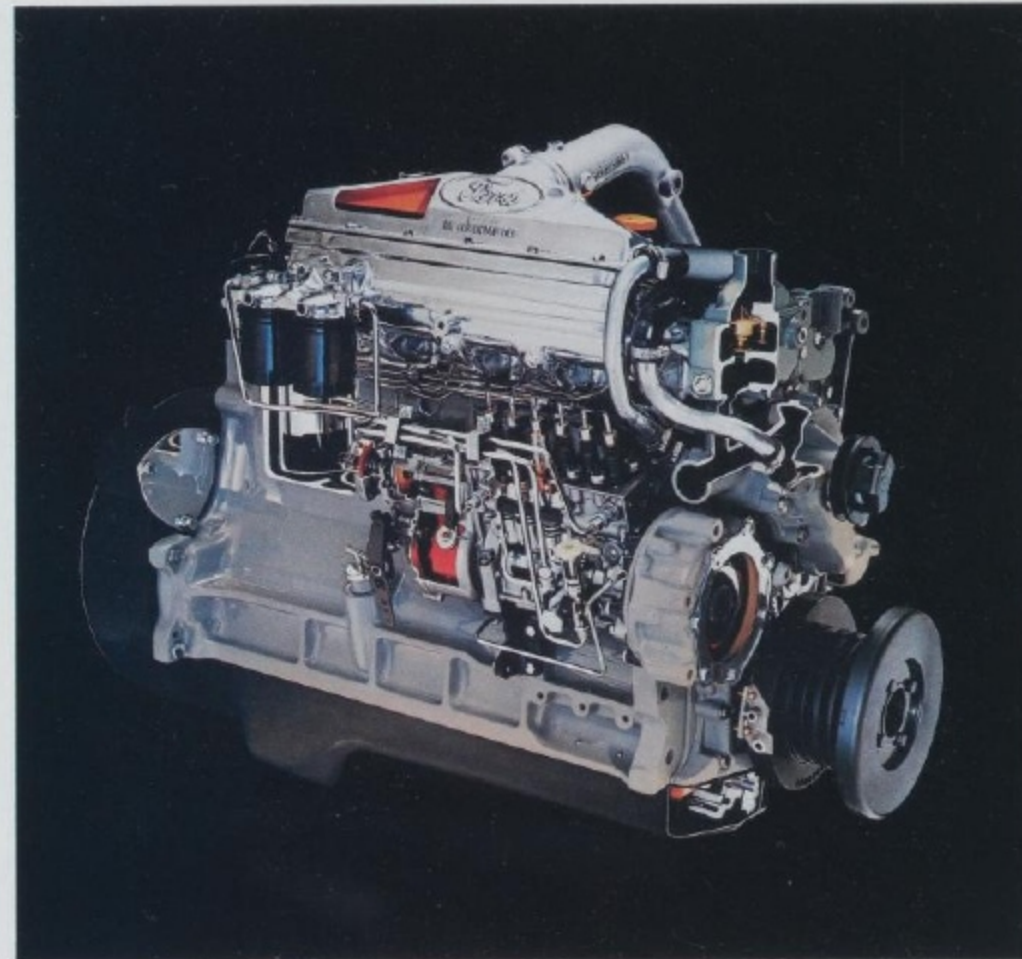
The Ford Diesel was first introduced in the Ford CARGO in 1985 in the 165 HP version. Now, there's an expanded lineup, ranging from 165 to 240 HP, all turbocharged, with no application restrictions. If you have the job, we have the engine.

Proven In Over 350,000 Demonstrator Program Miles

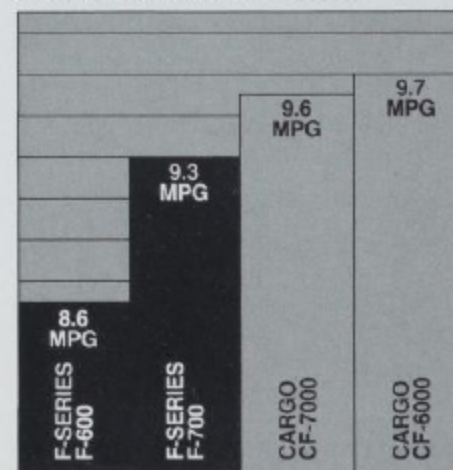
Ford Diesel Power. Proven in Ford CARGO. Proven in Fleet tests. Proven in 1986 SAE Type II fuel economy tests (with an average 10.49 mpg in the 160 hp version). And now proven in over 350,000 Ford Demonstrator Program miles.

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 the engine you're operating, isn't it time you considered Ford Diesel? Isn't it time to discover what trucking Ford style is all about?



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 Diesel Performance 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 (a solid iron block, with no sleeves or liners) makes it tough and rebuildable—up to four times to .040."

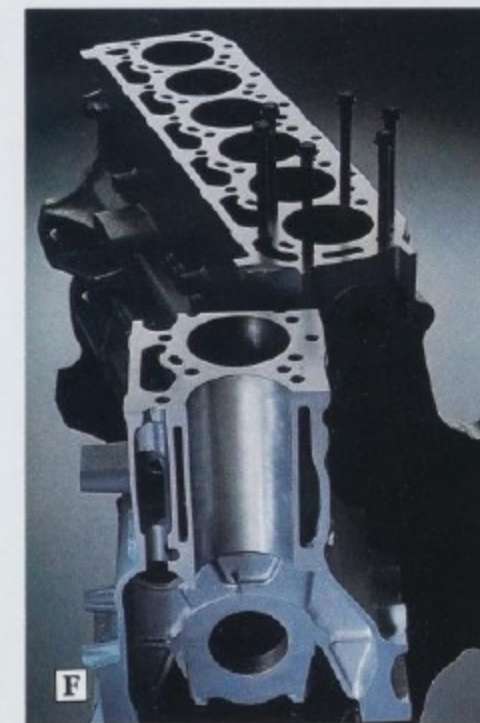
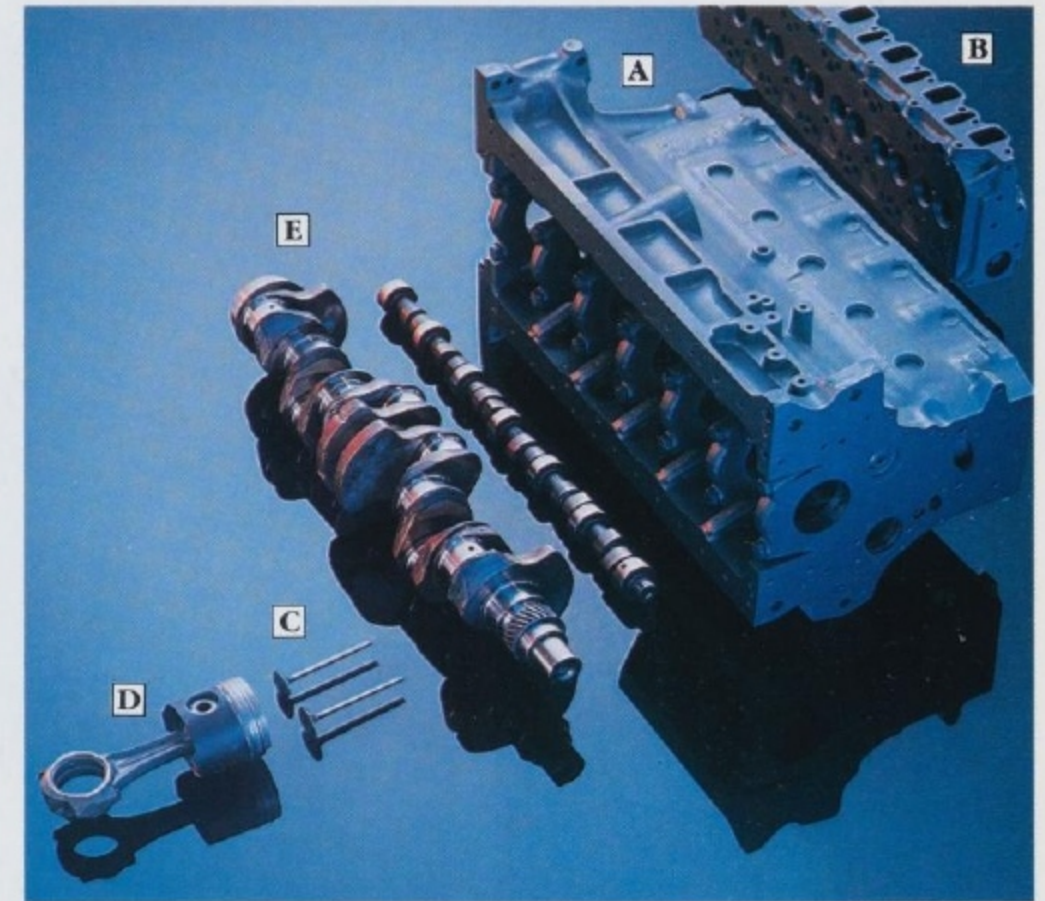
(B) **Stress-Relieved Cast Iron Cylinder Head** features 6 large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.

(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 engine performance.

Ford Diesel Performance

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 turbo-charger 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

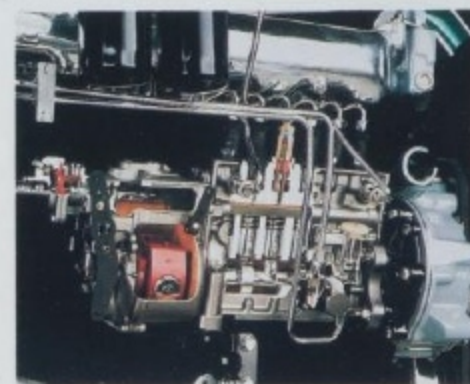
Oil filters may be expendable. But your engine isn't. That's why the Ford Diesel was designed for rebuildability. Again. And again. And again. That can add up to big savings during high-mileage operations and at trade-in time.

- 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 exact matching of the turbo with a highly efficient combustion 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, good fuel economy and proven performance. The P-Series pump (A-Series on 165 HP) is normally associated only with line-haul diesels and, therefore, can be expected to provide heavy-duty service.



Combustion System

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

High Torque Rise Pulling Power

With torque rise up to 25% (see specification chart, opposite page), 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.

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

Backed By Premium Warranty Protection

F-Series Engines Limited Warranty Protection

Engine	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Ford Gas	24	Unlimited	50%*	50%*
Ford Diesel: F-600	24	50,000	No Charge	No Charge
All Other	36	150,000	No Charge	No Charge

*No charge first 12 months.

Ford Diesel Engine Specifications

Item	165 HP 50 States*	170 HP 50 States	185 HP 49 States	210 HP 50 States	215 HP 50 States	240 HP 50 States
Configuration of Cylinders	Inline 6	Inline 6	Inline 6	Inline 6	inline 6	Inline 6
Bore & Stroke (inches)	4.40 x 4.40	4.40 x 4.40	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)	165 @ 2600	170 @ 2600	185 @ 2400	210 @ 2400	215 @ 2400	240 @ 2400
Peak Torque @ RPM (lb./ft.)	400 @ 1700	412 @ 1800	509 @ 1500	575 @ 1500	588 @ 1500	656 @ 1500
Gross Torque Rise (%)	20	20	25	25	25	25
Aspiration	Turbo	Turbo	Turbo	Turbo/JWAC	Turbo/A-A	Turbo/A-A
Compression Ratio	16.7:1	16.7:1	16.7:1	16.7:1	16.7:1	16.7:1

*Late availability in California JWAC = Jacket Water Aftercooling A-A = Air-to-Air Aftercooling

Ford Diesel Performance Pledge

The Ford Diesel is backed by the Ford Diesel Performance Pledge. An added value at no extra cost to you.

- 36 months/150,000 miles Extended Service Coverage on the engine (except F-600).
- 48-Hour Parts Delivery Guarantee. Ask your Ford Dealer for details.
- Backed by 600 certified service dealers nationwide.
- Toll-Free Hotline 1-800-FORD 1ST (367-3178)*

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



Work-Ready Trucks

Name Your Job... Chances Are We've Already Built Your Truck
You're ready to work. Why buy a truck that isn't? Waiting for your truck to show up costs you time and money. Work-Ready trucks are pre-spec'd, and ready for quick delivery. They're engineered to provide the powertrain, frame, axles and suspension that best match your needs. And, as an added benefit, they carry Extended Service Coverage.

Eighty Models To Choose From
Name your job: dump, refuse, beverage, van/platform or tractor. Chances are we've already built your truck. There are 80 models to choose from. Wheelbase and Cab-Axle dimensions extend to a long 238"/168". Engines are available to 240 Ford Diesel horsepower.



Ford F-Series Work-Ready Performance Packages

When It's Time To Work— Be "Work-Ready!"

Work-Ready Trucks Make Ordering Easy

Ford makes it easy for you to get the right truck for your job through our Work-Ready Program. Tailored specifically to Dump (Construction), Van, Refuse and Beverage applications, Work-Ready trucks are pre-spec'd for ordering ease. And they're available for quick delivery.

Ask a Ford salesperson to help you clearly identify your job requirements. Then select the Work-Ready Performance Package that matches your needs. Ordering is as easy as circling a code number.

Work-Ready "Flex" Options

Work-Ready "Flex" Options on items like paint color, wheelbase, fuel tanks, hood configurations, wheels and tires may be substituted on certain Packages (refer to the last page of this insert).

Extended Service Coverage— A \$1,100 Value

Every Ford Work-Ready truck carries Extended Service Coverage (ESC)—full parts and labor for up to 24 months/unlimited mileage (except engine). Purchased separately, that could cost up to \$1,100*—depending on truck model.

Extended Service Coverage is transferable to any number of owners—within the limits of coverage. It "goes with the truck," making your unit potentially more valuable at trade-in. *Manufacturer's suggested retail price.

• Suggested body type, length or capacity.

ESC Coverage vs. Basic Warranty

Truck Series/ Engine Type	Full Parts And Labor For:			BASIC WARRANTY
	Base Vehicle	Engine	Powertrain*	
600-800 Gasoline	24 Months or 50,000 Miles	24 Months or 50,000 Miles	24 Months or 50,000 Miles	12 Months/ Unlimited Miles
F-600 Ford Diesel	24 Months or 50,000 Miles	24 Months or 50,000 Miles**	24 Months/ Unlimited Miles	12 Months/ Unlimited Miles
700-900 Ford Diesel	24 Months/ Unlimited Miles	36 Months or 150,000 Miles***	36 Months or 150,000 Miles	12 Months/ Unlimited Miles

*Powertrain components for ESC Coverage purposes include the clutch, manual transmission, driveshaft and rear axle.
**An optional 36 Months/150,000 Miles ESC is available on the Ford Diesel Engine and Premium Supplier Team Powertrain components at extra cost.
***700-900 Series non-Work-Ready trucks with the Ford Diesel Engine also include a no-charge 36 Months/150,000 Miles, engine-only ESC.

Buy Work-Ready... Or Spec It Your Way

Work-Ready may be the easy way to order a truck. But it's not the only way. Ford still builds trucks in the traditional manner—customized to your own set of unique specifications. Ask your Ford Dealer to help you determine your exact requirements. Work-Ready or Custom Built, either way is Ford Tough!

Work-Ready Specification Sheets

Here is a sample Work-Ready Specification sheet with bullet-points highlighting key areas. The following pages contain selected Packages plus a complete listing of the available Packages within the F-Series.

• Work-Ready Model Designation Code.

• Line drawing of cab and body with WB/CA dimensions.

• Front and rear GAWR's. Total GVWR is also indicated.

• Chassis-Cab Specifications.

F-700-861

FOR 20 FOOT BODY

PERFORMANCE DATA		CHASSIS-CAB SPECIFICATIONS	
Front GAWR	7,000 lb	08	EXTERIOR COLOR
Rear GAWR	16,100 lb	09	Body (2010) (Pre)
Total GVWR	23,100 lb	10	AXLE FRONT
Front	5,272 lb	11	AXLE REAR
Rear	2,295 lb	12	AXLE EQUIPMENT
Total	8,477 lb	13	Mag. Tilt (2010) (Pre) (Pkg) (Std)
		14	Shock Absorbers (Std)
		15	Shock Absorbers (Pre)
		16	BRAKE SERVICE
		17	Hydraulic System w/ Disc Front Drum Rear (Std)
		18	Hydraulic System w/ Disc Front Drum Rear (Pre)
		19	BRAKE EQUIPMENT
		20	Power Brake, Rear Wheel Spring-Set w/ Dash Mounted Control (Std)
		21	Power Brake, Rear Wheel Spring-Set w/ Dash Mounted Control (Pre)
		22	CAB
		23	Conventional Cab (Std)
		24	Van Cab (Pre) (Std)
		25	Full Front Bench Seat (Std)
		26	18 Inch
		27	CAB EQUIPMENT
		28	Disc. Accessory (Std)
		29	40-Six Way Programmable Package
		30	CAB EQUIPMENT (Cont'd)
		31	Gauges, Clock, Lamp, Fuel and Electric Speedometer (Std)
		32	Wipers, Fuel Warning Light (Std)
		33	Warning Light and Radio, Life Support Line, and High-Clearance Sensor (Std)
		34	Anti-Lock Brake (Std) (Pre)
		35	ABS (Std)
		36	CAB EQUIPMENT (Cont'd)
		37	Manual, Rearview Mirr. w/ Aux. Convex (Std)
		38	Radio
		39	Tinted Glass
		40	MISCELLANEOUS
		41	EXTERIOR COLOR
		42	Body (2010) (Pre)
		43	AXLE FRONT
		44	AXLE REAR
		45	AXLE EQUIPMENT
		46	Mag. Tilt (2010) (Pre) (Pkg) (Std)
		47	Shock Absorbers (Std)
		48	Shock Absorbers (Pre)
		49	BRAKE SERVICE
		50	Hydraulic System w/ Disc Front Drum Rear (Std)
		51	Hydraulic System w/ Disc Front Drum Rear (Pre)
		52	BRAKE EQUIPMENT
		53	Power Brake, Rear Wheel Spring-Set w/ Dash Mounted Control (Std)
		54	Power Brake, Rear Wheel Spring-Set w/ Dash Mounted Control (Pre)
		55	CAB
		56	Conventional Cab (Std)
		57	Van Cab (Pre) (Std)
		58	Full Front Bench Seat (Std)
		59	18 Inch
		60	CAB EQUIPMENT
		61	Disc. Accessory (Std)
		62	40-Six Way Programmable Package
		63	CAB EQUIPMENT (Cont'd)
		64	Gauges, Clock, Lamp, Fuel and Electric Speedometer (Std)
		65	Wipers, Fuel Warning Light (Std)
		66	Warning Light and Radio, Life Support Line, and High-Clearance Sensor (Std)
		67	Anti-Lock Brake (Std) (Pre)
		68	ABS (Std)
		69	CAB EQUIPMENT (Cont'd)
		70	Manual, Rearview Mirr. w/ Aux. Convex (Std)
		71	Radio
		72	Tinted Glass
		73	MISCELLANEOUS
		74	EXTERIOR COLOR
		75	Body (2010) (Pre)
		76	AXLE FRONT
		77	AXLE REAR
		78	AXLE EQUIPMENT
		79	Mag. Tilt (2010) (Pre) (Pkg) (Std)
		80	Shock Absorbers (Std)
		81	Shock Absorbers (Pre)
		82	BRAKE SERVICE
		83	Hydraulic System w/ Disc Front Drum Rear (Std)
		84	Hydraulic System w/ Disc Front Drum Rear (Pre)
		85	BRAKE EQUIPMENT
		86	Power Brake, Rear Wheel Spring-Set w/ Dash Mounted Control (Std)
		87	Power Brake, Rear Wheel Spring-Set w/ Dash Mounted Control (Pre)
		88	CAB
		89	Conventional Cab (Std)
		90	Van Cab (Pre) (Std)
		91	Full Front Bench Seat (Std)
		92	18 Inch
		93	CAB EQUIPMENT
		94	Disc. Accessory (Std)
		95	40-Six Way Programmable Package
		96	CAB EQUIPMENT (Cont'd)
		97	Gauges, Clock, Lamp, Fuel and Electric Speedometer (Std)
		98	Wipers, Fuel Warning Light (Std)
		99	Warning Light and Radio, Life Support Line, and High-Clearance Sensor (Std)
		100	Anti-Lock Brake (Std) (Pre)
		101	ABS (Std)
		102	CAB EQUIPMENT (Cont'd)
		103	Manual, Rearview Mirr. w/ Aux. Convex (Std)
		104	Radio
		105	Tinted Glass
		106	MISCELLANEOUS

• Drivetrain Performance.

• Weight Distribution.

• Front, Rear and Total Chassis Weights with indicated specifications.

F-SERIES

1988 "WORK-READY" - 49/50 STATE VEHICLES SPECIFICATION SUMMARY

1988 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
F-600-841	141/72	20.2	370-2V	6	15(2)	FS-3005A	8.25 x 20(10)	20 x 6.5(CS)	H	D
F-600-842	141/72	23.1	Ford Dsl. (165 HP)	7	17.5(2)	FS-4005A	9.00 x 20(10)	20 x 7.0 (CS)	H	D
F-600-843	153/84	20.2	370-2V	6	15	FS-3005A	8.25 x 20(10)	20 x 6.5(CS)	H	V
F-600-844	153/84	21.2	370-2V	7	15(2)	FS-3005A	8.25 x 20(10)	20 x 6.5(CS)	H	D
F-600-845	153/84	23.1	Ford Dsl. (165 HP)	7	17.5(2)	FS-4005A	9.00 x 20(10)	20 x 7.0(CS)	H	D
F-600-846	171/102	20.2	370-2V	6	15	FS-3005A	8.25 x 20(10)	20 x 6.5(CS)	H	V
F-600-847	171/102	21.2	370-2V	7	15(2)	FS-3005A	8.25 x 20(10)	20 x 6.5(CS)	H	V
F-600-848	171/102	23.1	Ford Dsl. (165 HP)	7	17.5	FS-4005A	9.00 x 20(10)	20 x 7.0(CS)	H	V
F-600-849	177/108	20.2	370-2V	6	15(2)	FS-3005A	8.25 x 20(10)	20 x 6.5(D)	H	V
F-600-850	189/120	20.2	370-2V	6	15	FS-3005A	8.25 x 20(10)	20 x 6.5(D)	H	V
F-600-851	189/120	21.2	370-2V	7	15(2)	FS-3005A	8.25 x 20(10)	20 x 6.5(CS)	H	V
F-600-852	189/120	23.1	Ford Dsl. (165 HP)	7	17.5(2)	FS-4005B	9.00 x 20(10)	20 x 7.0(D)	H	V
F-600-853	207/138	23.1	Ford Dsl. (165 HP)	7	17.5	FS-4005A	9.00x 20(10)	20 x 7.0(D)	H	V
F-600-854	207/138	21.2	370-2V	7	15(2)	FS-3005A	8.25 x 20(10)	20 x 6.5(D)	H	V
F-600-855	225/156	23.1	Ford Dsl. (165 HP)	7	17.5(2)	FS-4005B	9.00 x 20(10)	20 x 7.0(D)	H	V
F-600-856	225/156	21.2	370-2V	7	15(2)	FS-3005A	8.25 x 20(10)	20 x 6.5(D)	H	V
F-700-841	153/84	23.1	429-4V	7	17.5(2)	4054D	9.00 x 20(10)	20 x 7.0(CS)	H	D
F-700-842	153/84	23.1	Ford Dsl. (170 HP)	7	17.5(2)	FS-4005A	9.00 x 20(10)	20 x 7.0(CS)	H	D
F-700-843	153/84	24.5	429-4V	7	17.5(2)	4054D	9.00 x 20(12)	20 x 7.0(CS)	H	D
F-700-844	153/84	24.5	429-4V	7	17.5(2)	4054D	9.00 x 20(12)	20 x 7.0(CS)	A	D
F-700-845	153/84	24.5	Ford Dsl. (170 HP)	7	17.5(2)	FS-4005B	9.00 x 20(12)	20 x 7.0(CS)	A	D
F-700-846	171/102	26.5	429-4V	9	17.5(2)	4054D	9.00 x 20(12)	20 x 7.0(CS)	H	V
F-700-847	171/102	24.5	429-4V	7	17.5(2)	4054D	9.00 x 20(12)	20 x 7.0(CS)	H	V
F-700-848	171/102	24.5	Ford Dsl. (170 HP)	7	17.5	FS-4005A	9.00 x 20(12)	20 x 7.0(D)	H	V

(*)-Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (2)-Indicates two-speed rear axle; (D)-Disc wheel; (CS)-Cast spoke wheel. D = Dump. V = Van.

F-SERIES

1988 "WORK-READY" - 49/50 STATE VEHICLES SPECIFICATION SUMMARY

1988 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
F-700-849	171/102	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5106	9.00 x 20(10)	20 x 7.0(CS)	H	V
F-700-850	177/108	23.1	429-4V	7	17.5(2)	4054D	9.00 x 20(10)	20 x 7.0 (CS)	H	V
F-700-851	189/120	23.1	429-4V	7	17.5	4054A	9.00 x 20(10)	20 x 7(CS)	H	V
F-700-852	189/120	23.1	429-4V	7	17.5(2)	4054D	9.00 x 20(10)	20 x 7.0(CS)	H	V
F-700-853	189/120	24.5	Ford Dsl. (170 HP)	7	17.5	FS-4005A	9.00 x 20(12)	20 x 7.0(D)	H	V
F-700-854	189/120	24.5	Ford Dsl. (170 HP)	7	17.5(2)	FS-4005B	9.00 x 20(12)	20 x 7.0(D)	H	V
F-700-855	189/120	28.0	Ford Dsl. (170 HP)	9	21.0(2)	FS-4005B	10.00 x 20(12)	20 x 7.5(CS)	H	R
F-700-856	207/138	23.1	429-4V	7	17.5	4054A	9.00 x 20(10)	20 x 7.0(CS)	H	V
F-700-857	207/138	24.5	429-4V	7	17.5(2)	4054D	9.00 x 20(12)	20 x 7.0(CS)	H	V
F-700-865	207/138	23.1	Ford Dsl. (170 HP)	7	17.5	AT-545	9.00 x 20(10)	20 x 7.0(D)	H	V
F-700-867	207/138	30.0	Ford Dsl. (185 HP)	9	21.0	FS-5106	011R x 22.5(14)	22.5 x 7.5(D)	H	V
F-700-859	207/138	24.5	Ford Dsl. (170 HP)	7	17.5(2)	FS-4005B	9.00 x 20(12)	20 x 7.0(D)	H	V
F-700-858	207/138	28.0	Ford Dsl. (170 HP)	9	21.0(2)	FS-4005B	10.00x 20(12)	20 x 7.5(CS)	H	V
F-700-866	207/138	28.0	429-4V	9	21.0(2)	4054D	10.00 x 20(12)	20 x 7.5(D)	H	V
F-700-861	225/156	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5106	9.00 x 20(10)	20 x 7.0(D)	H	V
F-700-860	225/156	23.1	429-4V	7	17.5(2)	4054D	9.00 x 20(10)	20 x 7.0(D)	H	V
F-700-862	225/156	24.5	Ford Dsl. (170 HP)	7	17.5(2)	FS-4005B	9.00 x 20(12)	20 x 7.0(D)	H	V
F-700-864	225/156	28.0	Ford Dsl. (170 HP)	9	21.0	FS-4005A	10.00 x 20(12)	20 x 7.5(CS)	H	V
F-700-863	225/156	28.0	Ford Dsl. (170 HP)	9	21.0(2)	FS-4005B	10.00 x 20(12)	20 x 7.5(CS)	H	V
F-800-841	153/84	28.0	Ford Dsl. (185 HP)	9	21.0(2)	FS-5005B	10.00 x 20(12)	20 x 7.5(CS)	H	D
F-800-842	154/84	29.9	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	10.00 x 20(12)	20 x 7.5(CS)	A	D
F-800-843	154/84	29.9	429-4V	12	21.0(2)	FS-5005B	10.00 x 20(12)	20 x 7.5(CS)	H	D
F-800-844	171/102	28.0	429-4V	9	21.0(2)	4054D	10.00 x 20(12)	20 x 7.5(CS)	H	D
F-800-845	171/102	28.0	429-4V	9	21.0(2)	4054D	10.00 x 20(12)	20 x 7.5(CS)	A	D

(*)-Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (2)-Indicates two-speed rear axle; (D)-Disc wheel; (CS)-Cast spoke wheel. D = Dump. V = Van. R = Refuse.

The Total Truck Concept Premium Supplier Team

The Next Logical Step In Truck Value

A Ford truck is more than a cab and a set of rails. It's gasoline and diesel engines from Ford. It's Rockwell axles, Eaton/Fuller transmissions, Borg Warner clutches.

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.

Frames

- Hi-tensile or extra hi-tensile steel fabrication with up to 2,915,000 RBM rating available.
- Inverted "L" reinforcements available on single-axle series.
- FT-Series frames are full depth for the entire length for strength.
- Clear top flanges (from back of cab rearward) and standard 34-inch spacing for easy body mounting.



Ford/Racor Fuel-water Separator

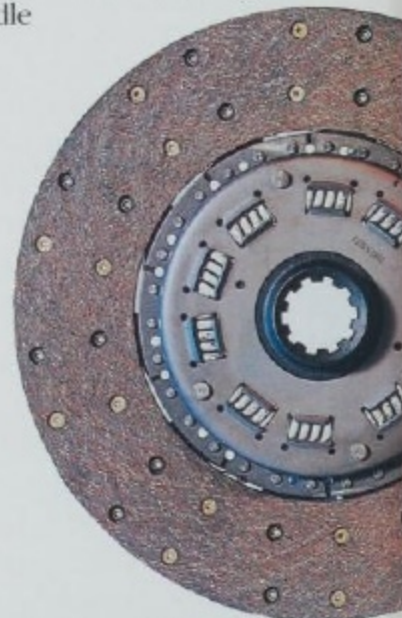
- Included with the Ford Diesel.
- 40 micron filtration.
- Replaceable cartridge.
- Dash panel light signals time to drain water.

Eaton/Fuller Manual Transmissions

- Helical constant-mesh gears, plus heavy-duty split-pin synchronizers on forward gears for toughness, quiet operation, smooth shifting and low driver fatigue.
- Positive torque-lock to protect against gear jump-out.
- High torque-capacity-to-weight ratio, for enhanced operating efficiency.

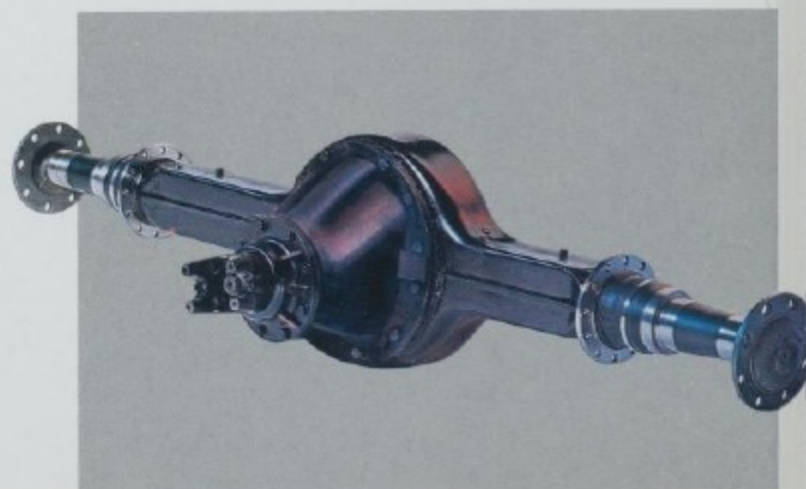
Borg Warner Clutches

- Fabricated with organic, asbestos-free friction material
- Pull-type operation
- Modern diaphragm-spring configuration
- Torsional dampening minimizes driveline vibration and gear rattle at idle



Rockwell Rear Axles

- 13,000-23,000 lb. rating in single-axle series
- "Extended life" pinion seals for positive sealing
- Precision forged differential gearing and hot-forged rectangular housing for strength



ZF Power Steering Pumps

- Direct drive prevents slippage and enhances efficiency.
- Radial design permits compact configuration and saves underhood space.
- Low noise level for quiet operation.

Bendix Air Compressors

- High-output rating for rapid pressure build-up.
- Single-cylinder (9½ CFM) and 2-cylinder (12 CFM), water-cooled design, with a minimum of moving parts.

Hydraulic Front Disc Brakes

- Semi-metallic, asbestos-free linings last up to 5 times longer than previous linings.
- Chosen for fade-resistance and stability.
- Minimum parts for service ease.
- Wear-grooves for easy visual inspection of lining life.



Hydraulic Rear Drum Brakes

- Simplified design with air-brake features
- Automatic adjustment
- Wear-grooves for easy visual inspection of lining life
- ¾"-inch thick lining for long life



New Technology For 1988

Improved Corrosion Protection

The result of a 24 million dollar capital investment, improved corrosion protection in 1988 Ford trucks goes a long way to help guarantee customer satisfaction with Ford products. Highlights of this state-of-the-art system include:

- The use of a new primer—"Uniprime™"—a thicker, smoother and better substance for reaching nooks and crannies than the E-coat material previously employed.
- Improved sealing technique (including a more efficient bake oven) resulting in more effective primer penetration into sheet metal joints.

Air Brake Features At Hydraulic Prices

Exclusively Ford

Standard throughout the F-Series (except tandems), Ford's split-hydraulic brake system has many air brake features—at standard hydraulic prices. It's a Ford exclusive!

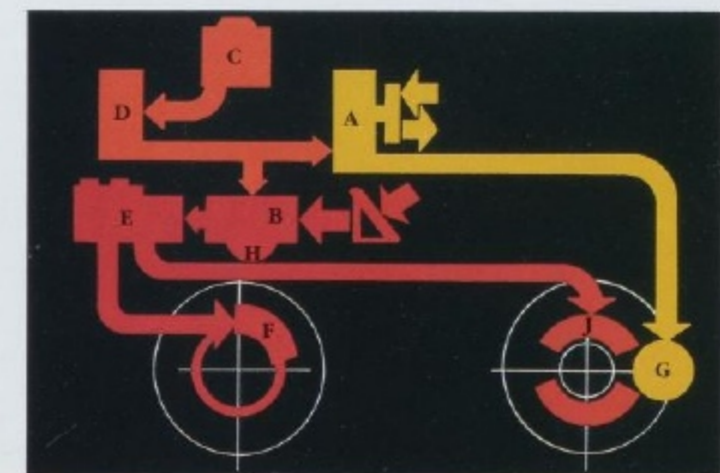
Hydraulic fluid is contained in the Reservoir (C) to provide fluid to the Brake System Pump (D). Engine revolutions activate the brake pump, which in turn supplies hydraulic fluid to the Hydro-Max Booster (B).

When the brake pedal is depressed, the Hydro-Max Booster relays the pedal force to the Master Cylinder (E). On single rear axle vehicles, the forward compartment of the Master

Cylinder provides fluid under pressure to operate the Front Disc Brakes (F) while the other compartment activates the Rear Drum Brakes (J).

In the event of system malfunction or engine shut-down, the Electric Motor Reserve Pump (H) automatically activates to provide braking power.

Like air brakes, the Push-Pull Knob on the dashboard (A) sets the rear wheel parking brakes (G), eliminating the need for foot and hand operated parking brake lever. Since the system is hydraulically activated, brake-release is practically instantaneous, without the need for air pressure build-up.



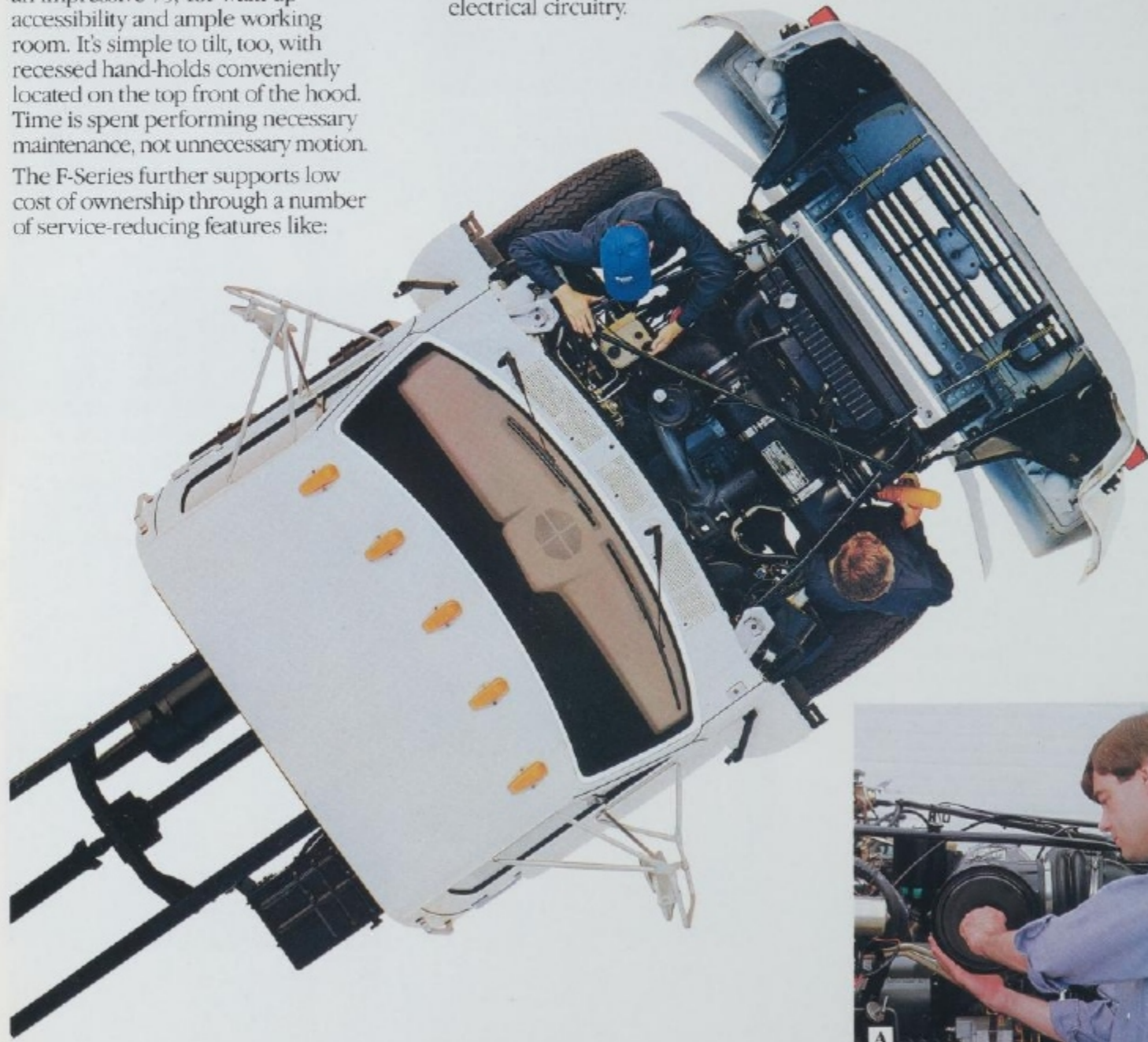
Easy To Service

75° Tilt-Hood Option

Downtime is wasted time. And income lost. The F-Series is designed for ease of service, keeping routine maintenance to a minimum.

The standard alligator hood opens a full 53° for good service access. The optional tilt-hood cab opens wide—an impressive 75° for walk-up accessibility and ample working room. It's simple to tilt, too, with recessed hand-holds conveniently located on the top front of the hood. Time is spent performing necessary maintenance, not unnecessary motion. The F-Series further supports low cost of ownership through a number of service-reducing features like:

- Maintenance-free batteries.
- Water recovery reservoir allows easy check of coolant levels (on gasoline models).
- Standard heater core and blower motor are accessible from outside of cab for service ease.
- Removable instrument panel pad provides access to most of the electrical circuitry.
- Color-coded fuses are hand-removable.
- Quick-disconnect type electrical harness connectors facilitate front-end assembly removal.
- Wiring corridors reduce circuit length and protect wiring from physical exposure.



Keeping Your Truck On The Road And You In Business

F-Series Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle				
F-600-800 Gas	12	Unlimited	No Charge	No Charge
F-600-900 Ford Diesel	12	Unlimited	No Charge	No Charge
Drivetrain*				
F-600-800 Gas	24	Unlimited	50%†	50%†
F-600-900 Ford Diesel	24	Unlimited	No Charge	No Charge
Frame	60	Unlimited	No Charge	No Charge
Cab Corrosion	36	Unlimited	No Charge	No Charge

*Clutch: 12 months, unlimited miles. †No charge first 12 months; 50% between 12 months and time coverage on warranty.

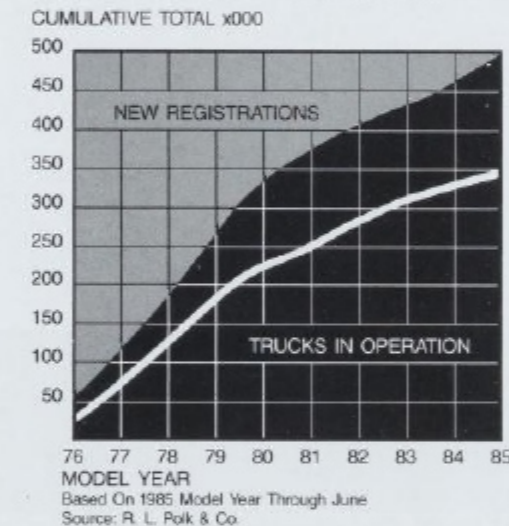
A Decade Of Ford Toughness: Nearly 500,000 Trucks Sold... Over 354,000 Still On The Road!

Ford sold nearly 500,000 medium trucks in the 10-year period preceding June, 1985. As you can see from the accompanying chart, over 354,000 of these trucks are still on the road. In other words over 71% of Ford big trucks (Classes 6 and 7) sold during that period are still on the job.

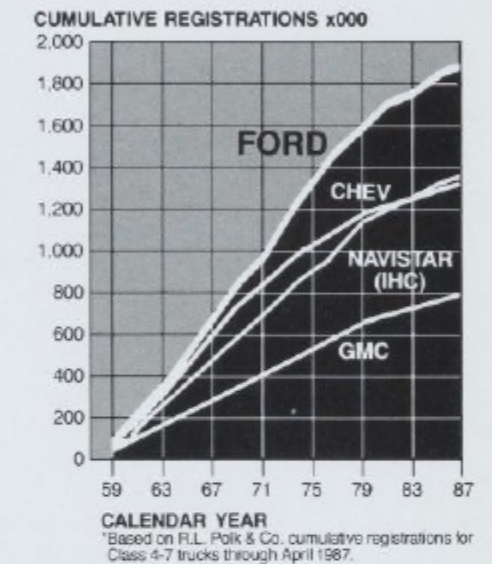
Reduced Downtime

The F-Series is designed to reduce downtime. Maintenance and service checks—shown below on a Ford Diesel engine—can be carried out quickly, helping to keep your truck on the road and you in business: (A) air filter (B) fluid systems (C) oil level and (D) brake fluid.

Ford Medium Truck Registrations And Trucks In Operation By Model Year 1976-1985 (June)



Ford—America's Medium Truck Sales Leader



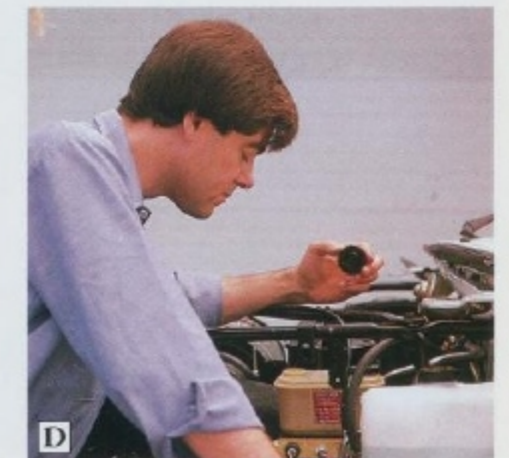
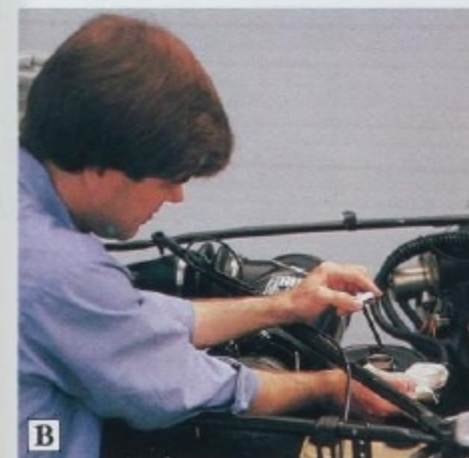
Ford Full Parts And Service Support

Ford backs your F-Series truck with a network of parts and service centers supporting over 250

Ford Heavy Truck dealers nationwide.*

Ford Parts and Service Division also provides technical service training and publications, special service tools and equipment, and technical service assistance.

*Nearly 600 Ford Dealers nationwide are Ford Diesel engine certified.



Ford F-Series Specifications

SERIES	SINGLE-AXLE SERIES					TANDEM AXLE SERIES	
	F-Super Duty	F-600	F-700	F-700 (4x4)*	F-800	FT-800	FT-900
GVWR (lb.)	Max. 14,500	22,000/26,500††	30,000	24,000	35,000	50,000	50,000
GCWR (lb.)	Max. @	—	60,000	—	70,000	60,000	80,000
AXLE, FRONT Rating (lb.)	Std. 5,000 Opt. —	6,000 7,000 9,000††	7,000 7,000 9,000	7,500 —	7,000 7,000, 9,000 10,000, 12,000	12,000	12,000
AXLE, REAR Rating (lb.)	Std. 11,000 Opt. —	15,000 13,000 Single Speed 15,000 2-Speed 17,500 Single Speed†† 17,500 2-Speed††	17,500 17,500 2-Speed 23,000 Single Speed 21,000 2-Speed	17,500 —	21,000 21,000 2-Speed 23,000 Single Speed 23,000 2-Speed	34,000 40,000 Single Speed	34,000 40,000 Single Speed
BRAKES Service Split System	Std. Disc. Front/Rear Opt. —	Split-Hyd. HD Split-Hyd. Rear Air Front/Rear††	Split-Hyd. HD Split-Hyd. Rear Air Front/Rear	Split-Hyd. HD Split-Hyd. Rear	Split-Hyd. HD Split-Hyd. Rear Air Front/Rear	Air Front/Rear	Air Front/Rear
ENGINES 370-4V and 429-4V Gasoline available in LP-Gas version*	Std. 7.5L EFI V-8 Opt. 7.3L Diesel	6.1L (370) 2V V-8 7.0L (429) 4V V-8‡ Ford Diesel 165‡/170▲ hp.	6.1L (370) 2V V-8 7.0L (429) 4V V-8‡ Ford Diesel 170/185‡/210/215 hp.	6.1L (370) 2V V-8 —	7.0L (429) 4V V-8‡ Ford Diesel 185‡/210/215/240 hp.	7.0L (429) 4V V-8‡	Ford Diesel 210 hp. Ford Diesel 215/240 hp.
TRANSMISSION*	Std. 5-Spd. Manual OD	5-Spd.	5-Spd.	5-Spd.▲	5-Spd.	5-Spd.	5-Spd.
FRAMES RBM = SM x Yield Strength	Std. — Max. —	7.6 SM 380,000 RBM 18.0 SM 900,000 RBM	10.2 SM 510,000 RBM 18.0 SM 900,000 RBM	10.8 SM 1,188,000 RBM —	10.2 SM 510,000 RBM 15.9 SM 1,749,000 RBM	15.9 SM 1,749,000 RBM 26.5 SM 2,915,000 RBM	15.9 SM 1,749,000 RBM 26.5 SM 2,915,000 RBM
SUSPENSION FRONT Max. Cap'y @ Ground (lb.)	Std. Tapered Leaf Springs w/Stabilizer Bar Opt. —	6,850 7,000 9,000	7,000 9,000	—	7,000 9,000 10,000** 12,000§ 11,000§	12,000	12,000
SUSPENSION REAR Max. Cap'y @ Ground (lb.)	Std. — Opt. —	15,000 17,500 19,000	17,500 19,000 21,000 23,000 23,000†	17,500 —	17,500 19,000 21,000 23,000 23,000†	U-340# UE-340# RT-380#	U-340# UE-340# RT-380#
Auxiliary (lb.)	Std. —	2,250	2,250	2,250	2,250	—	—

©1990 Ford Motor Co. GVWR, payload, 137"/161" WB. *Special Order. **For 10,000-lb. axle only. †Wide range of optional transmissions—see your Ford Dealer. ‡Rockwell T-233-C18 transfer case. ▲California only. ††Not available in California. #Aluminum optional. †Combined ratings. Larger optional axles have matched springs—see your Ford Dealer. †Low deflection. §For 12,000-lb. axle. (D) = Diesel. ††Diesel only.

Dimensions

Tandem Axle Model

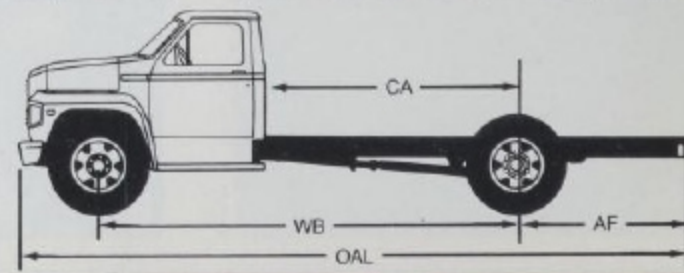
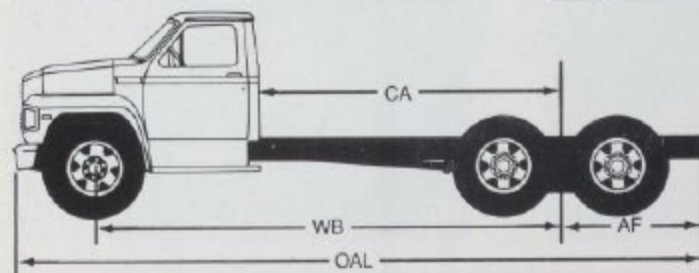
WB	CA	AF	OAL
154"	84"	55"	242"
178"	108"	63"	274"
190"	120"	75"	298"
196"	126"	75"	304"
214"	144"	75"	322"
238"	168"	130"	401"

F-800 with 10,000 and 12,000 lb. Front Axles

WB	CA	AF	OAL
142"	72"	39"	214"
154"	84"	43"	230"
178"	108"	63"	274"
190"	120"	75"	298"
196"	126"	75"	304"
214"	144"	75"	322"
238"	168"	130"	401"

Single Rear Axle Model

WB	CA	AF	OAL
129"	60"	39"	202"
141"	72"	39"	214"
153"	84"	39"	226"
171"	102"	61"	266"
177"	108"	70"	281"
189"	120"	73"	296"
207"	138"	93"	334"
225"	156"	100"	359"
237"	168"	130"	401"



Chassis Optional Equipment

Air cleaner—HD dry type with restriction indicator (with gasoline engines)
 Alternators—75 or 90 amp. Motorcraft or Motorola 130 amp.
 Leece-Neville 90 amp.
 Aluminum rear hubs*
 Battery (12 volt) maintenance-free (one gas/LPG), three (Ford Diesel)
 Centrifuge front and rear brake drums (NA with all axles)
 Engine block heaters
 Engine oil cooler (included with Ford Diesel)
 Fuel tanks:
 • 18-gal. (NA with gas engines)
 • 35-gal. steel step RH and/or LH
 • 50-gal. steel step RH and/or LH
 • Mixed 35-gal./50-gal. RH or LH
 Moisture ejectors, automatic (non-heated) with air brakes
 Provision for front-mounted PTO**
 Shock absorbers (standard on FT models)
 Vertical exhaust (with diesels)
 Wet-type wheel seals

Cab Optional Equipment

Air conditioning (integral with heater)
 Dual horns (electric, electric or air on air-equipped models)
 Hand throttle, locking T-handle
 Heater, with high/low distribution system
 Heavy-duty black vinyl seat trim
 Instrumentation Package with tachometer, ammeter and oil pressure gauge—cab models
 Radios:
 • AM—Pushbutton
 • AM/FM stereo—Electronic
 • AM/FM stereo with cassette deck—Electronic
 Seats, individual non-suspended or Bostrom Viking T-Bar
 Stainless steel western mirrors and convex auxiliary mirrors, with or without lights
 3-Point (lap/shoulder) safety belts
 Tilt Hood
 Tinted windshield

*NA F-600 Series
 **Available on 7.0L (429) V-8 and some diesels.
 NA with tilt hood.

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.



Ford F-Series Specifications

SERIES	SINGLE-AXLE SERIES					TANDEM AXLE SERIES	
	F-Super Duty	F-600	F-700	F-700 (4x4)*	F-800	FT-800	FT-900
GVWR (lb.)	Max. 14,500	22,000/26,500††	30,000	24,000	35,000	50,000	50,000
GCWR (lb.)	Max. @	—	60,000	—	70,000	60,000	80,000
AXLE, FRONT Rating (lb.)	Std. 5,000 Opt. —	6,000 7,000 9,000††	7,000 7,000 9,000	7,500 —	7,000 7,000, 9,000 10,000, 12,000	12,000	12,000
AXLE, REAR Rating (lb.)	Std. 11,000 Opt. —	15,000 13,000 Single Speed 15,000 2-Speed 17,500 Single Speed†† 17,500 2-Speed††	17,500 17,500 2-Speed 23,000 Single Speed 21,000 2-Speed	17,500 —	21,000 21,000 2-Speed 23,000 Single Speed 23,000 2-Speed	34,000 40,000 Single Speed	34,000 40,000 Single Speed
BRAKES Service Split System	Std. Disc. Front/Rear Opt. —	Split-Hyd. HD Split-Hyd. Rear Air Front/Rear††	Split-Hyd. HD Split-Hyd. Rear Air Front/Rear	Split-Hyd. HD Split-Hyd. Rear	Split-Hyd. HD Split-Hyd. Rear Air Front/Rear	Air Front/Rear	Air Front/Rear
ENGINES 370-4V and 429-4V Gasoline available in LP-Gas version*	Std. 7.5L EFI V-8 Opt. 7.3L Diesel	6.1L (370) 2V V-8 7.0L (429) 4V V-8‡ Ford Diesel 165‡/170▲ hp.	6.1L (370) 2V V-8 7.0L (429) 4V V-8‡ Ford Diesel 170/185‡/210/215 hp.	6.1L (370) 2V V-8 —	7.0L (429) 4V V-8‡ Ford Diesel 185‡/210/215/240 hp.	7.0L (429) 4V V-8‡	Ford Diesel 210 hp. Ford Diesel 215/240 hp.
TRANSMISSION*	Std. 5-Spd. Manual OD	5-Spd.	5-Spd.	5-Spd.▲	5-Spd.	5-Spd.	5-Spd.
FRAMES RBM = SM x Yield Strength	Std. — Max. —	7.6 SM 380,000 RBM 18.0 SM 900,000 RBM	10.2 SM 510,000 RBM 18.0 SM 900,000 RBM	10.8 SM 1,188,000 RBM —	10.2 SM 510,000 RBM 15.9 SM 1,749,000 RBM	15.9 SM 1,749,000 RBM 26.5 SM 2,915,000 RBM	15.9 SM 1,749,000 RBM 26.5 SM 2,915,000 RBM
SUSPENSION FRONT Max. Cap'y @ Ground (lb.)	Std. Tapered Leaf Springs w/Stabilizer Bar Opt. —	6,850 7,000 9,000	7,000 9,000	—	7,000 9,000 10,000** 12,000§ 11,000§	12,000	12,000
SUSPENSION REAR Max. Cap'y @ Ground (lb.)	Std. — Opt. —	15,000 17,500 19,000	17,500 19,000 21,000 23,000 23,000†	17,500 —	17,500 19,000 21,000 23,000 23,000†	U-340# UE-340# RT-380#	U-340# UE-340# RT-380#
Auxiliary (lb.)	Std. —	2,250	2,250	2,250	2,250	—	—

©1990 Ford Motor Co. GVWR, payload, 137"/161" WB. *Special Order. **For 10,000-lb. axle only. †Wide range of optional transmissions—see your Ford Dealer. ‡Rockwell T-233-C18 transfer case. ▲California only. †Not available in California. #Aluminum optional. †Combined ratings. Larger optional axles have matched springs—see your Ford Dealer. †Low deflection. §For 12,000-lb. axle. (D) = Diesel. ††Diesel only.

Dimensions

Tandem Axle Model

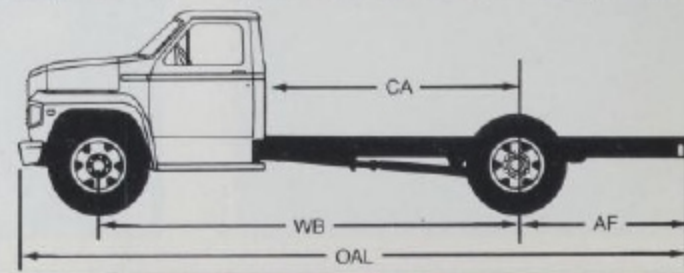
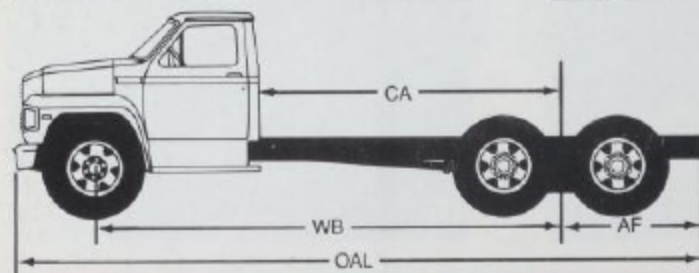
WB	CA	AF	OAL
154"	84"	55"	242"
178"	108"	63"	274"
190"	120"	75"	298"
196"	126"	75"	304"
214"	144"	75"	322"
238"	168"	130"	401"

F-800 with 10,000 and 12,000 lb. Front Axles

WB	CA	AF	OAL
142"	72"	39"	214"
154"	84"	43"	230"
178"	108"	63"	274"
190"	120"	75"	298"
196"	126"	75"	304"
214"	144"	75"	322"
238"	168"	130"	401"

Single Rear Axle Model

WB	CA	AF	OAL
129"	60"	39"	202"
141"	72"	39"	214"
153"	84"	39"	226"
171"	102"	61"	266"
177"	108"	70"	281"
189"	120"	73"	296"
207"	138"	93"	334"
225"	156"	100"	359"
237"	168"	130"	401"



Chassis Optional Equipment

Air cleaner—HD dry type with restriction indicator (with gasoline engines)
 Alternators—75 or 90 amp. Motorcraft or Motorola 130 amp.
 Leece-Neville 90 amp.
 Aluminum rear hubs*
 Battery (12 volt) maintenance-free (one gas/LPG), three (Ford Diesel)
 Centrifuge front and rear brake drums (NA with all axles)
 Engine block heaters
 Engine oil cooler (included with Ford Diesel)
 Fuel tanks:
 • 18-gal. (NA with gas engines)
 • 35-gal. steel step RH and/or LH
 • 50-gal. steel step RH and/or LH
 • Mixed 35-gal./50-gal. RH or LH
 Moisture ejectors, automatic (non-heated) with air brakes
 Provision for front-mounted PTO**
 Shock absorbers (standard on FT models)
 Vertical exhaust (with diesels)
 Wet-type wheel seals

Cab Optional Equipment

Air conditioning (integral with heater)
 Dual horns (electric, electric or air on air-equipped models)
 Hand throttle, locking T-handle
 Heater, with high/low distribution system
 Heavy-duty black vinyl seat trim
 Instrumentation Package with tachometer, ammeter and oil pressure gauge—cab models
 Radios:
 • AM—Pushbutton
 • AM/FM stereo—Electronic
 • AM/FM stereo with cassette deck—Electronic
 Seats, individual non-suspended or Bostrom Viking T-Bar
 Stainless steel western mirrors and convex auxiliary mirrors, with or without lights
 3-Point (lap/shoulder) safety belts
 Tilt Hood
 Tinted windshield

*NA F-600 Series
 **Available on 7.0L (429) V-8 and some diesels.
 NA with tilt hood.

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.



With Ford, You're Never Far From Home!



Toll-Free Sales & Service Hotline

Call toll-free 1-800-FORD 1ST (367-3178)* for information concerning F-Series sales, parts and service facilities. Operators are ready to take your call from 8 A.M. until 8 P.M. (EST). With Ford, you're never far from home.

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

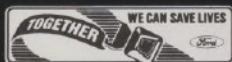
- ★ Regional Sales Offices
- District Sales Offices
- Parts Distribution Centers
- Heavy-Duty Truck Dealers



FORD PARTS AND
SERVICE DIVISION



Setting New Standards Of Value



FTO-2804 Litho in U.S.A. 11/87

FORD F-SERIES

TRUCK OPERATIONS

