



L-9000





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 L-9000 An Investment In Value



A Commitment To Value

Ford Trucks are built with one purpose in mind—to deliver value. It's another name for customer satisfaction. Take a good look at the L-9000 Series, at performance features like: tight maneuverability—53.30' turning diameter in the LTS-9000 (with power steering and 12,000 lb. aluminum front axle)—that support fast trip times. And, our Work-Ready Program is designed to deliver the truck that's right for your application. 38 models are available for quick delivery.

Premium Diesel Performance

The L-9000 Series is packed with a premium power engine lineup from Cummins and Caterpillar. The lightweight, tough Cummins L-10 Series with Optimized Aftercooling is available up to 300 horsepower. And, the Big Cam IV, with Optimized Aftercooling, is offered up to 350 horsepower. Or choose from the Caterpillar 3406B-Series (with Air-to-Air Aftercooling), from 310 to 400 horsepower.

Contemporary Styling

The L-9000 features an aerodynamically efficient, painted steel full-width bumper and rectangular halogen headlamps for improved visibility (except LS/LTS), plus a bright anodized aluminum grille and optional bright grille surround for improved corrosion protection.

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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 globe to see Ford's advanced technology and latest production techniques at work—it's the home of the Louisville L-9000 Series.

200-Ton Press For Perfect Holes

Frame side rails are automatically punched by 200-ton presses with virtually perfect accuracy every time. Holes are the right size and smoothness, and the adjacent metal is not damaged or weakened. The design strength of the frame rails is completely retained.

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 bake oven and "paint prep" sanding process help guarantee a superior finish on all Ford cabs.

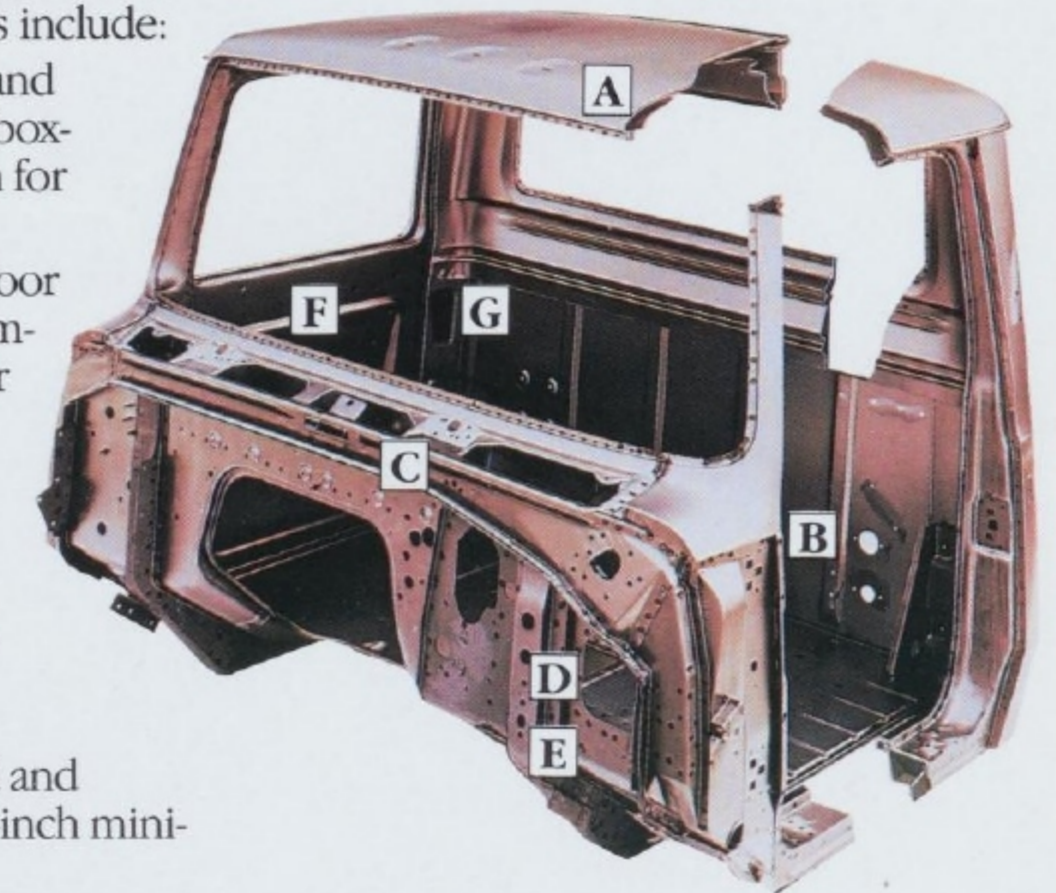
Just how good do we think our anti-corrosion story is? Good enough to back with a solid anti-corrosion warranty that covers 100% parts and labor for 60 months/unlimited mileage.

Built Ford Tough—More Than A Slogan

New for 1988, all exterior sheet metal on the L-9000 cab is made of double-sided galvanized steel. Other notable construction features include:

- (A) Windshield header and roof siderails are of box-section construction for toughness.
- (B) Reinforcements at door opening frame assembly and at door pillar hinge attachment areas provide added strength.
- (C) Double-wall cowl arch adds structural rigidity to the door pillars.
- (D) Floor pan, toeboard and dash panel are .054-inch minimum thickness.
- (E) Front and rear cross sills, inside and outside truck frame side members, and an intermediate cross sill provide strong underbody support.
- (F) Doors are constructed of single-piece inner and outer panels welded into a rigid structure.

(G) Complete cab interior is lined with thick sound absorbing, temperature insulating material.



All-Welded Cab Construction



Ripping Them Apart To Be Sure

You expect a lot from the dollars you spend on your truck. We expect a lot from what we build. That's why randomly selected L-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.

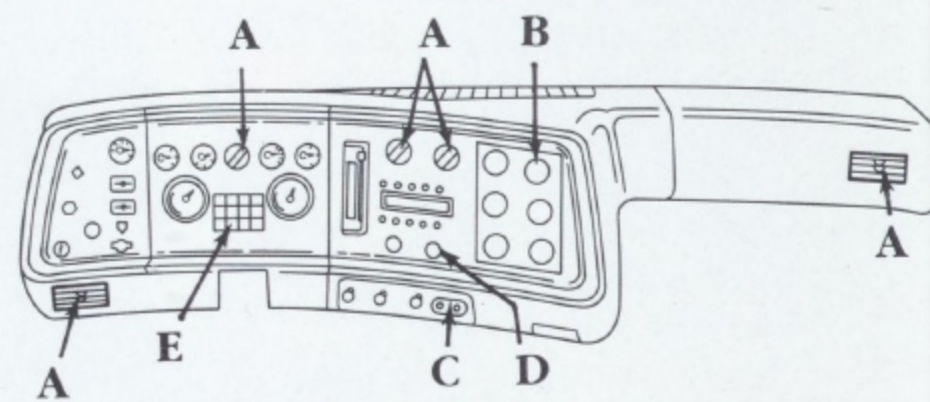
Comfort And Convenience Begin Before You Take The Wheel



It's Called Human Engineering
L-9000 Series interiors are designed for comfort and convenience. It's called human engineering, and it begins long before you take the wheel—at Ford's Design Center, where engineers employ computer technology to develop new concepts in cab design and operability. The result—sit behind the wheel and see the difference a Ford makes.

The "Driver's Cab"
It's a basic human engineering concept. It means that the driver can conveniently reach everything needed to operate his truck, improving operating efficiency and reducing fatigue. For example, L-9000 instrument panels provide ample "belly" and knee clearance for behind-the-wheel comfort.

Easy-Read Gauges
The instruments are easy to see and read. Except for the fuel gauge, they are calibrated to indicate "condition normal" when the pointers are in the 3 o'clock position. A sweeping glance is all that's required for a systems check. Aircraft-type back lights and pointers are used to amplify gauge readability and minimize glare.



Full Instrumentation Panel
A. 5 Climate control registers
B. Gauge bank
 • Engine oil temp.
 • Trans. oil temp.
 • Forward and Rear Axle temp.
C. CB hot post
D. Cigar lighter
E. Warning light module

Electronic Stereo Radio
 • Electronic tuning
 • Local/long-distance tuning switch
 • 6-button/18-station memory
 • Seek-up/seek-down



23.2 Sq. Ft. Cab Glass Area
Nowhere is the idea of human engineering more clearly seen than in the L-9000 Series 23.2 square feet total cab glass area. The 10.5 sq. ft., one-piece tinted windshield, chair-high seating and sloping hood combine to help you keep your eye on the road immediately in front of the truck—a great advantage around loading docks and city streets. Keeping your eye on the road also means the open road, where you

spend most of your time. The L-9000 Series windshield wipers clear a big **79%** of the windshield area for good visibility in rain and snow.

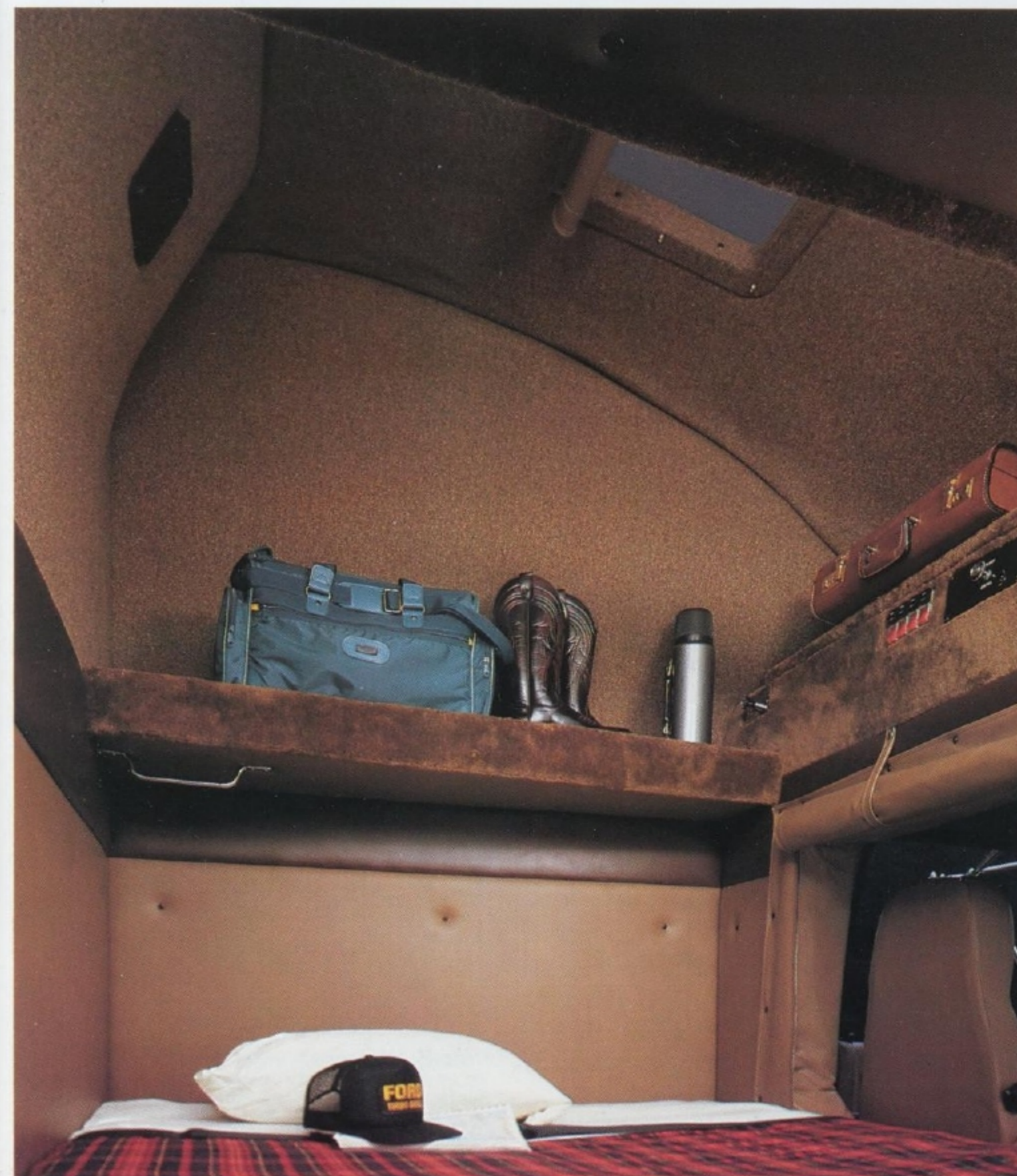
Standard Cab (Not Shown)
Standard notable features include:
 • Assist handles, bright, dual inside
 • National Cush-N-Aire driver seat, charcoal breathable knitted vinyl
 • Arm rests, both doors
 • Dome light
 • Dual door-mounted grab bars—bright aluminum
 • Heater and defroster, fresh air
 • Sun visors, dual

vinyl, charcoal • Headlining, charcoal hardboard, painted • Foam-padded seat cushions • LH Safety belts • Cab-back insulation • Fleet panel w/removable air pac and hinged gauge and circuit breaker panels.

Custom Interior Trim (Not Shown)
Custom Interior Trim notable features include (in addition to or in place of Standard features): • Headlining—chestnut vinyl covered hardboard
 • Sun visors—dual padded chestnut vinyl w/clip • Dual map pockets
 • Door trim panels, padded vinyl w/painted map pockets • Cab back panel insulation • Seat trim—chestnut vinyl w/Polyknit inserts.

Custom Hi-Level Interior Trim (Shown Opposite Page)
Custom Hi-Level Interior Trim notable features include (in addition to or in place of Custom features):
 • National Companion Lo-Back passenger seat • Charcoal or chestnut seats • Floor covering—30 oz. carpet w/1/2" needled nylon plus 3/8" molded fiberglass backing—charcoal w/charcoal, medium tan w/chestnut
 • Engine panel—30 oz. carpet
 • Headlining—Polyknit vinyl w/foam backing • Dual map pockets—w/18 oz. carpet covers • Door trim panels—fully padded • 21" sport steering wheel • Lower cab back panel—18 oz. carpet • Radio prep package.

Aero Bullet 60-Inch Sleeper (Shown at Left)
Notable features include: • Over 7' of headroom space • "Flexi-bed" option provides stand-up room plus entrance into the luggage area from the inside of the sleeper • Flush-mounted vents and doors • Solid steel base construction plus 3-inch fiberglass insulation and full undercoating • 12-volt D.C. cooler • Single bed with sleeper • Fold-up upper bunk.



Aero-Technology You Can Profit From



Technology You Can Profit From

It's a hard fact: as much as 50% of the power required to move your truck down the highway at legal speeds can be spent overcoming air drag. That spent power is money wasted.

For increased fuel economy, equip your truck with Ford's Rudkin-Wiley Aerodynamic Improvement Package—complete with factory-installed cab reinforcements, plus locally installed fiberglass roof fairing, variable top trim tab and cab side extenders.

Ford Engineering SAE "coast-down" tests on L-Series trucks fitted with the Aerodynamic Improvement Package showed a 16.5% (no wind) drag improvement over identical trucks without the package.

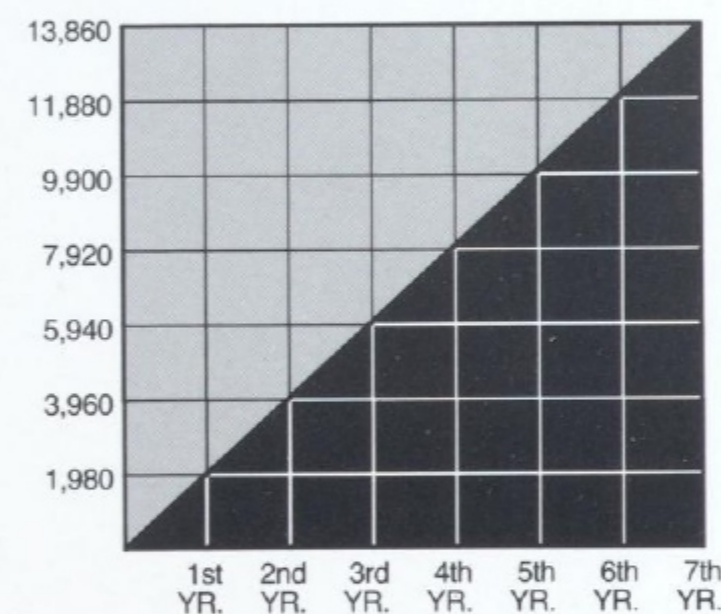
The Rudkin-Wiley Aero Package—Save Up To \$2,000 Per 100,000 Miles

Every 10% improvement in drag reduction—at a constant road speed of 55 mph—results in an approximate 5% increase in fuel economy. A 16.5% drag improvement could save you roughly 8% in fuel costs. Add the Cummins "Big Cam IV" diesel engine, and increase fuel economy another 3% (see page 14).

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

The Ford L-9000—technology at work for you to help drive down the cost of ownership.

Aerodynamic Improvement Package Estimated Fuel Savings At 55 MPH*



*The fuel chart shows an average annual fuel savings of 11% on a truck equipped with the Aerodynamic Improvement Package. Fuel consumption is based on an improvement from 5 mpg to 5.55 mpg at \$1.00 per gallon. Your actual savings will vary.

Set-Back Front Axle Leadership

Eighteen Years Of Set-Back Front Axle Experience

Ford is no newcomer to set-back axle technology. We've been in the business for eighteen years—since we introduced the Louisville Line in the early 1970's. Take advantage of our manufacturing experience. Go with a proven design.

A Practical Solution To Maximum Loading

The 1982 Highway Transportation Act relaxed the limits on truck overall length. But you still may be having trouble reaching payload because of over-loaded rear axles. The practical solution? Ford's set-back axle series, the LS/LTS-9000, for single and tandem-axle applications.

Load 1,000 Pounds More On The Front Axle

The LS/LTS front axles are set back 19 inches compared to the standard L-9000 Series front axles. This allows for greater transfer of payload to the front axle.

This favorable change in axle weight distribution may be all you need to meet Bridge Formula requirements.

For example, the LS-9000 set-back carries up to 1,000 more pounds on the front axle than a comparable L-9000 model. The LS-9000 loads up to 700 pounds more on the front axle than the LN-9000.

Increased Maneuverability

Set-back axle advantages don't end with longer body length and better weight distribution. The shorter wheelbase of the set-back series means tighter turning radii and increased maneuverability.

The 53.30' turning diameter of the LS-9000, for example (with power steering, 12,000 lb. aluminum front axle and 84" CA) is over 6' less than a comparable LT-9000, and over 2' less than a comparable LNT-9000.



Ford Tops The Competition

The following chart illustrates how the LS-9000 set-back front axle stacks up against the competition.

The LS-9000 is tops in its class in the amount of load it transfers to the front axle—a 210-pound advantage over the Freightliner FLC 1204ST.

Don't be misled by figures that indicate merely how far the front axle of any given truck is set back. The key to set-back axle effectiveness is not in the distance the axle is moved back from the bumper, but rather in the FABC (front axle to back of cab). This dimension added to the CA determines the effective wheelbase. A short wheelbase transfers more payload to the front axle.

The LS-9000's configuration transfers 14% of the total fifth-wheel load (with the 20-inch 5th wheel setting in the example used) to the front axle. And that's tops among the competition, including the Volvo White WCA.

Ford LS-9000 Tops The Competition

Vehicle/Model	CA (in.)	WB (in.)	Fifth Wheel Load (lbs.)*	% Front Axle	Total Front Axle (lbs.)
Ford LS-9000	84	143	15,000	14.0	2,100
Int'l. 8300	84	148	15,000	13.5	2,025
Volvo White WCA 42T	84	146	15,000	13.7	2,055
Freightliner FLT 11242ST	84	153	15,000	13.1	1,965
Kenworth T600	84	158	15,000	12.7	1,905
Freightliner FLC 1204ST	84	159	15,000	12.6	1,890

*With a 20-inch fifth wheel setting.

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? You have a job to do. Waiting for your truck to show up costs you time and money. With Ford's Work-Ready Program your ship's already in. Work-Ready trucks are pre-spec'd and ready for quick delivery. They fit the truck to the job. Not the job to the truck. 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 36

months/36,000 miles full parts and labor (except the engine).

Thirty-Eight Models To Choose From

Name your job: refuse, dump, tractor. Chances are there's a Work-Ready truck already built to match your needs. Wheelbase and Cab-Axle dimensions extend to a long 246"/180". GVW's/GCW's are rated to 82,000 pounds. Engines are available to 350 horsepower.

Work-Ready "Flex" Options

Once you've identified your job requirements, ordering a Work-Ready truck is as easy as circling a code number. There's a Work-Ready L-9000 for almost any job. And they're flexible enough to allow substitutions on items like paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Performance Package to suit your own individual requirements. Ask your Ford Dealer for details.



Ford L-9000 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, Beverage and Tractor 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 a Work-Ready truck is as easy as circling a code number.

Work-Ready "Flex" Options

Work-Ready Performance Packages are designed to fit the truck to the job. They're pre-engineered to deliver the right frame, powertrain, and suspension/axle capacities for a broad range of given applications.

Yet they're flexible enough to allow substitutions on items like paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Work-Ready Performance Package to suit your own individual requirements. Ask your Ford Dealer for details.

Extended Service Coverage—A \$2,500 Value

Every Ford Work-Ready truck carries Extended Service Coverage (ESC)—full parts and labor for 36 months/300,000 miles (except engine). Purchased separately, that could cost up to \$2,500*—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.

ESC Coverage vs. Basic Warranty

Item	Full Parts And Labor For:		Suggested List Price
	Basic Warranty	Work-Ready ESC	
Total Vehicle*	12 Months/100,000 Miles	36 Months/300,000 Miles	\$2,500
Powertrain†	36 Months/300,000 Miles	60 Months/500,000 Miles	
Cab Corrosion‡	60 Months/Unlimited	72 Months/Unlimited	

*Excludes tires, batteries, maintenance items and all equipment not installed by Ford. †Excludes clutch lining. ‡Includes cab structure.

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 L-9000 Series.

- Work-Ready Model Designation Code.
- Front and rear GAWR's. Total GVWR or GCWR is also indicated.

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

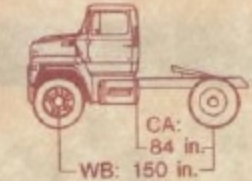
- Chassis-Cab Specifications.

LNT-9000-844		FOR GENERAL PURPOSE TRACTOR	
08	EXTERIOR COLOR: Pure White (Std.)	27	ELECTRICAL: Alternator 90 Amp (1350 Watt) Microcraft Battery, Motorcraft Maintenance Free, 12 Volt (Three) 83 Amp Hr. (825CCA)
09	AXLE FRONT: 12,000 lb.	28	ENGINE: Cummins L-100A Formula 300 (300HP @ 1900 RPM)
10	AXLE REAR: 40,000 lb.	29	ENGINE EQUIPMENT: Air Cleaner, Single Stage Dry Type (Std.) Clutch, 14" 2-Phase Non-Asbestos (Std.) Single Vertical Muffler and Flare, 2H (Std.) Oil Filter, Cummins Dry Pass (Std.) Cold Start Aid, Ether
11	AXLE EQUIPMENT: Power Steering	30	ENGINE EQUIPMENT (Cont'd): Cummins Coolant Fan (Std.) Throttle Locking T-Handle (Std.) Fan Clutch (Std.) Silicone Hose Plug
12	SHOCK ABSORBERS: Front Wheel Seals, Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)	31	ENGINE EQUIPMENT (Cont'd): Throttle Locking T-Handle (Std.) Fan Clutch (Std.) Silicone Hose Plug
13	WHEELS: 15" x 17" (Std.)	32	FRAME: 13.3 394" x 110 000 PSI All Bolted
14	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)	33	FUEL TANK: Dual 95 Gallon LH and RH Integral Rect. Steel
15	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)	34	SUSPENSION, FRONT: 12,000 lb. (Std.)
16	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)	35	SUSPENSION, REAR: Hendrickson EA-380, 38,000 lb.
17	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)	36	TIRES: Front (2) 11R22.5G (14PR) Hwy Rear (2) 11R22.5G (14PR) Super Hwy Drive Wheel (Grip, IV)
18	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)	37	WHEELS: Front (2) 22.5x8.25 10-Hole Steel Disc Rear (2) 22.5x8.25 10-Hole Steel Disc
19	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)	38	TRANSMISSION: Fuller FT 1160DA, 9 Speed Direct
20	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)	39	MISCELLANEOUS: Tractor Package, 12" Coiled Lines
21	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)		
22	WHEEL SEALS: Wet-Type, Front Wheel Seals, Wet-Type, Rear (Std.)		

- Front, Rear and Total Chassis Weights with indicated specifications.
- Weight Distribution.
- Drivetrain Performance.
- Suggested body type, length or capacity. Tractors are labeled as such.

LN-9000-842

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 21,200 lb.
Total GCWR: 80,000 lb.

CHASSIS WEIGHT
Front: 7,682 lb.
Rear: 4,640 lb.
Total: 12,322 lb.

PERFORMANCE DATA table with sections for BODY/PAYLOAD WEIGHT DISTRIBUTION, DRIVETRAIN PERFORMANCE, and WHEELS.

Chassis-Cab Specifications table for LN-9000-842, listing options 08 through 60 and their corresponding equipment.

LNT-9000-844

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 38,000 lb.
Total GCWR: 82,000 lb.

CHASSIS WEIGHT
Front: 6,899 lb.
Rear: 6,858 lb.
Total: 13,757 lb.

PERFORMANCE DATA table for LNT-9000-844, including BODY/PAYLOAD WEIGHT DISTRIBUTION, DRIVETRAIN PERFORMANCE, and WHEELS.

Chassis-Cab Specifications table for LNT-9000-844, listing options 08 through 60 and their corresponding equipment.

SELECTED WORK-READY SPEC SHEETS

LN-9000-844

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 21,200 lb.
Total GCWR: 80,000 lb.

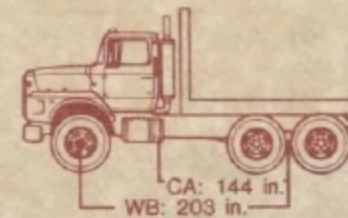
CHASSIS WEIGHT
Front: NA lb.
Rear: NA lb.
Total: NA lb.

PERFORMANCE DATA table for LN-9000-844, including BODY/PAYLOAD WEIGHT DISTRIBUTION, DRIVETRAIN PERFORMANCE, and WHEELS.

Chassis-Cab Specifications table for LN-9000-844, listing options 08 through 60 and their corresponding equipment.

LTS-9000-845

FOR 16 FOOT BODY



Front GAWR: 16,000 lb.
Rear GAWR: 38,000 lb.
Total GVWR: 54,000 lb.

CHASSIS WEIGHT
Front: 9,573 lb.
Rear: 7,950 lb.
Total: 17,523 lb.

PERFORMANCE DATA table for LTS-9000-845, including BODY/PAYLOAD WEIGHT DISTRIBUTION, DRIVETRAIN PERFORMANCE, and WHEELS.

Chassis-Cab Specifications table for LTS-9000-845, listing options 08 through 60 and their corresponding equipment.

LT-9000-850

FOR 10/12 YARD DUMP 16 FOOT BODY



Front GAWR: 16,000 lb.
Rear GAWR: 38,000 lb.
Total GVWR: 54,000 lb.

CHASSIS WEIGHT
Front: 7,359 lb.
Rear: 8,379 lb.
Total: 15,738 lb.

PERFORMANCE DATA table for LT-9000-850, including BODY/PAYLOAD WEIGHT DISTRIBUTION, DRIVETRAIN PERFORMANCE, and WHEELS.

Chassis-Cab Specifications table for LT-9000-850, listing options 08 through 60 and their corresponding equipment.

LNT-9000-841

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 38,000 lb.
Total GCWR: 82,000 lb.

CHASSIS WEIGHT
Front: 7,711 lb.
Rear: 6,466 lb.
Total: 14,177 lb.

PERFORMANCE DATA table for LNT-9000-841, including BODY/PAYLOAD WEIGHT DISTRIBUTION, DRIVETRAIN PERFORMANCE, and WHEELS.

Chassis-Cab Specifications table for LNT-9000-841, listing options 08 through 60 and their corresponding equipment.

SELECTED WORK-READY SPEC SHEETS

L-9000

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
LN-9000-841	150/84	80.0	L-10(OA) F-240	12	23.0	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-9000-842	150/84	80.0	BCIV NTC-315	12	23.0	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-9000-843	150/84	80.0	E-3406B 310	12	23.0	RT-11609A	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LN-9000-844	150/84	80.0	E-3406B 350	12	23.0	RT-14609A	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-9000-845	150/84	80.0	L-10(OA) F-270	12	23.0	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-9000-846	150/84	80.0	L-10(OA) F-300	12	23.0	RT-11609A	275R x 24.5(14)	24.5 x 8.25(D)	A	T
LN-9000-847	150/84	80.0	L-10(OA) F-300	12	23.0	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LNT-9000-841	150/84	82.0	BCIV F-300	12	40.0	RT-11610	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LNT-9000-842	150/84	82.0	E-3406B 310	12	40.0	RT-11609A	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LNT-9000-843	150/84	82.0	E-3406B 350	12	40.0	RT-14609A	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LNT-9000-844	150/84	82.0	L-10(OA) F-300	12	40.0	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LNT-9000-849	150/84	82.0	BCIV 350	12	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LNT-9000-850	150/84	82.0	BCIV F-315	12	40.0	RTO-11609B	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LNT-9000-850	150/84	82.0	BCIV F-315	12	40.0	RTO-11609B	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LNT-9000-845	162/96	82.0	E-3406B 310	12	40.0	RT-11609A	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LNT-9000-846	162/96	82.0	BCIV F-300	12	40.0	RT-11609A	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LNT-9000-847	246/180	60.0	3406B 350	16	46.0	RTO-14613	11.00 x 20(14)	20 x 8.0(CS)	A	R
LNT-9000-848	246/180	60.0	L-10(OA) PT270	16	46.0	RTO-11708LL	11.00 x 20(14)	20 x 8.0(CS)	A	R
LT-9000-841	162/84	82.0	E-3406B 350	12	40.0	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LT-9000-842	186/108	82.0	E-3406B 310	12	40.0	RT-11609A	011R x 22.5(14)	22.5 x 8.25(CS)	A	T
LT-9000-843	186/108	82.0	L-10(OA) PT-300	12	40.0	RT-11609A	011R x 22.5(14)	22.5 x 8.25(CS)	A	T
LT-9000-844	186/108	51.1	L-10(OA) PT-300	16	40.0	RTO-11708LL	11.00 x 20(14)	20 x 8.0(CS)	A	D
LT-9000-845	186/108	57.1	3406B 350	16	46.0	RTO-11708LL	11.00 x 20(14)	20 x 8.0(D)	A	D
LT-9000-853	186/108	82.0	BCIV F-315	12	40.0	RTO-11609B	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LT-9000-846	204/126	54.0	L-10(OA) PT-270	16	40.0	RTO-11708LL	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-9000-847	204/126	82.0	3406B 350	12	40.0	RTO-14613	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LT-9000-848	204/126	82.0	BCIV NTC-350	12	40.0	RTO-14613	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LT-9000-849	204/126	82.0	3406B 350	12	40.0	RT-14715	011R x 22.5(14)	22.5 x 8.25(CS)	A	T
LT-9000-850	222/144	54.0	L-10(OA) PT-300	16	40.0	RTO-11708LL	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-9000-851	222/144	51.2	3406B 350	16	46.0	RTO-11708LL	10.00 x 20(12)	20 x 7.5(CS)	A	D
LT-9000-852	222/144	56.0	BCIV NTC-350	18	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	D
LT-9000-854	222/144	51.1	BCIV NTC-350	16	40.0	RTO-14613	10.00 x 20(12)	20 x 8.0(D)	A	D
LT-9000-855	222/144	50.0	BCIV NTC-350	12	40.0	RTO-14613	11.00 x 20(14)	20 x 8.0(D)	A	D
LTS-9000-841	203/144	60.0	L-10(OA) PT-270	16	46.0	RTO-11708LL	012R x 22.5(16)	22.5 x 8.25(CS)	A	D
LTS-9000-842	203/144	62.0	BCIV NTC-315	18	46.0	RTO-11708LL	012R x 22.5(16)	22.5 x 8.25(CS)	A	R
LTS-9000-843	203/144	54.0	L-10(OA) PT-240	16	40.0	RTO-11708LL	011R x 22.5(14)	22.5 x 8.25(CS)	A	V
LTS-9000-844	203/144	54.0	L-10(OA) PT-300	16	40.0	RTO-11708LL	010R x 20(14)	20 x 8.0(CS)	A	V
LTS-9000-845	203/144	54.0	3406B 350	16	40.0	RTO-11708LL	011R x 22.5(14)	22.5 x 8.25(CS)	A	V
LTS-9000-846	203/144	62.0	BCIV NTC-315	18	46.0	RTO-11708LL	11.00 x 20(14)	20 x 8.0(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. T = Tractor.

Extended Service Coverage

A \$2,500 Value

Extended Service Coverage (ESC) helps you drive down the cost of ownership by tripling the coverage time of your basic warranty protection. Receive Extended Service Coverage on Work-Ready L-9000 units with full parts and labor coverage for 36 months/300,000 miles (except the engine). A \$2,500 value.*

And because it's transferable to a second owner (to the limits of unexpired coverage), it "goes with the truck," making your unit potentially more valuable at trade-in.

Powertrain components for ESC include the clutch, manual transmission, driveshaft and rear axle.

*Manufacturer's suggested retail price. See your Ford Dealer for program coverage details.

ESC vs. Basic Warranty

Model	Item	Full Parts And Labor For:	
		Basic Warranty	ESC Coverage
L-9000 Series	Vehicle	12 Months/ 50,000 Miles	36 Months/ 300,000 Miles
	Engine*	—	—
	Powertrain	36 Months/ 300,000 Miles†	60 Months/ 500,000 Miles

*Engines warranted by the Manufacturer. †Excludes clutch.



Rugged Components For Proven Performance

The Next Logical Step In Truck Value

A Ford truck is more than a cab and a set of rails. It's engines from Cummins and Caterpillar. It's Rockwell axles, Fuller transmissions, Bendix fan clutches.

Ford and its Premium Suppliers have assembled some of the best in key componentry to give you premium value for your investment.

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 Suppliers. The Total Truck. That's Ford—working to keep your truck on the road and you in business.

All-Bolted Frames

- Bolted-in-place siderail attachments.
- Available up to 3,300,000 RBM.
- Single-channel, 34" nominal width, with optional reinforcements available.
- Straight top surfaces behind the cab for easy fifth wheel mounting.



Fleetguard Fuel-water Separators

- One-step, self-venting valve for quick, one hand draining.
- Easy to maintain—no cartridge filters to change, no housings to take apart, no broken bowls to replace, no algae to scrape away.

Clutches

- Non-asbestos facings.
- Dampened discs with single springs for reduced torsional vibration.
- Self-adjusting option for reduced maintenance.

Cummins Air Compressors

- Single-cylinder design for easy servicing, reduced maintenance and longer life.
- Extended skirt pistons for improved stability, reduced carboning, less

noise and extended ring and cylinder bore life.

- Gear-driven—no belts or pulleys to replace.
- Improved 9-hole air discharge valve seat for increased air flow.
- Redesigned cylinder head for reduced air discharge temperature.

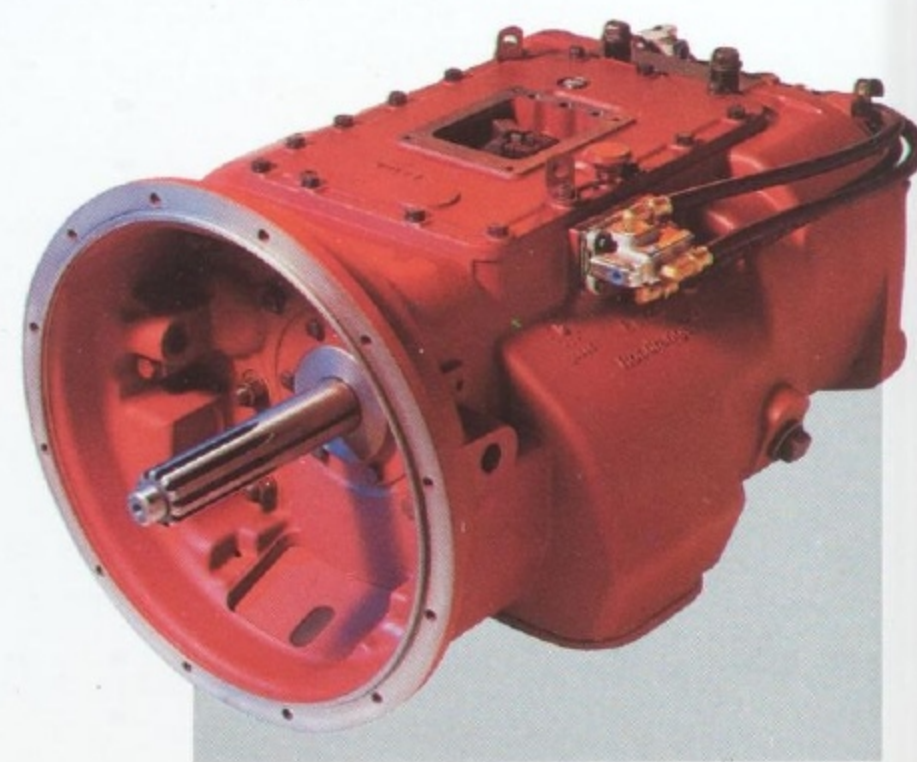
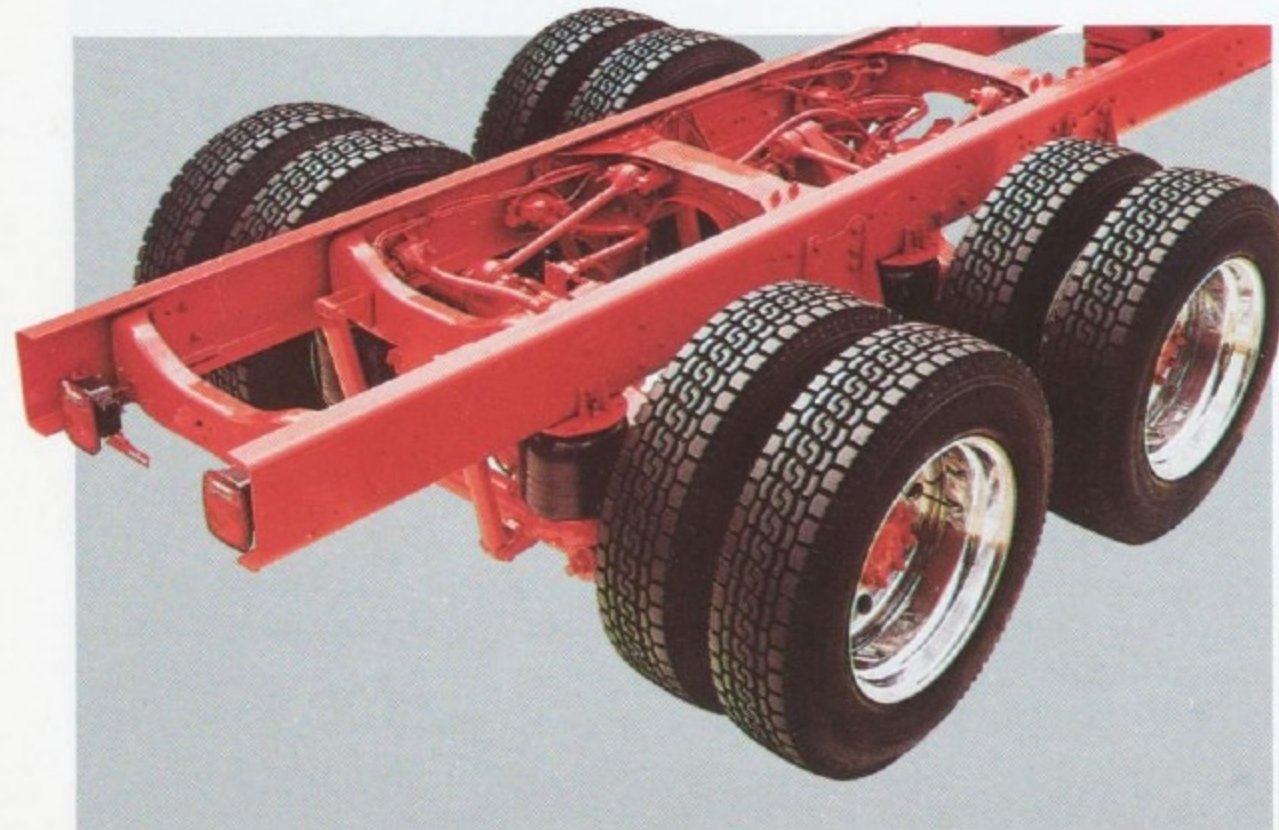


Eaton Power Steering Pumps

- Caterpillar engines feature a direct-drive Eaton B pump with integral reservoir and filter.
- Cummins NTC engines employ a direct-drive Eaton BB pump with remote reservoir and filter. This new package replaces the former belt-drive system.

Fuller Transmissions

- Fuller 9-speed direct is standard.
- Options include 7-, 8-, 9-, 10- and 15-speed direct; and 8-, 9-, 10- 13- and 15-speed overdrive.



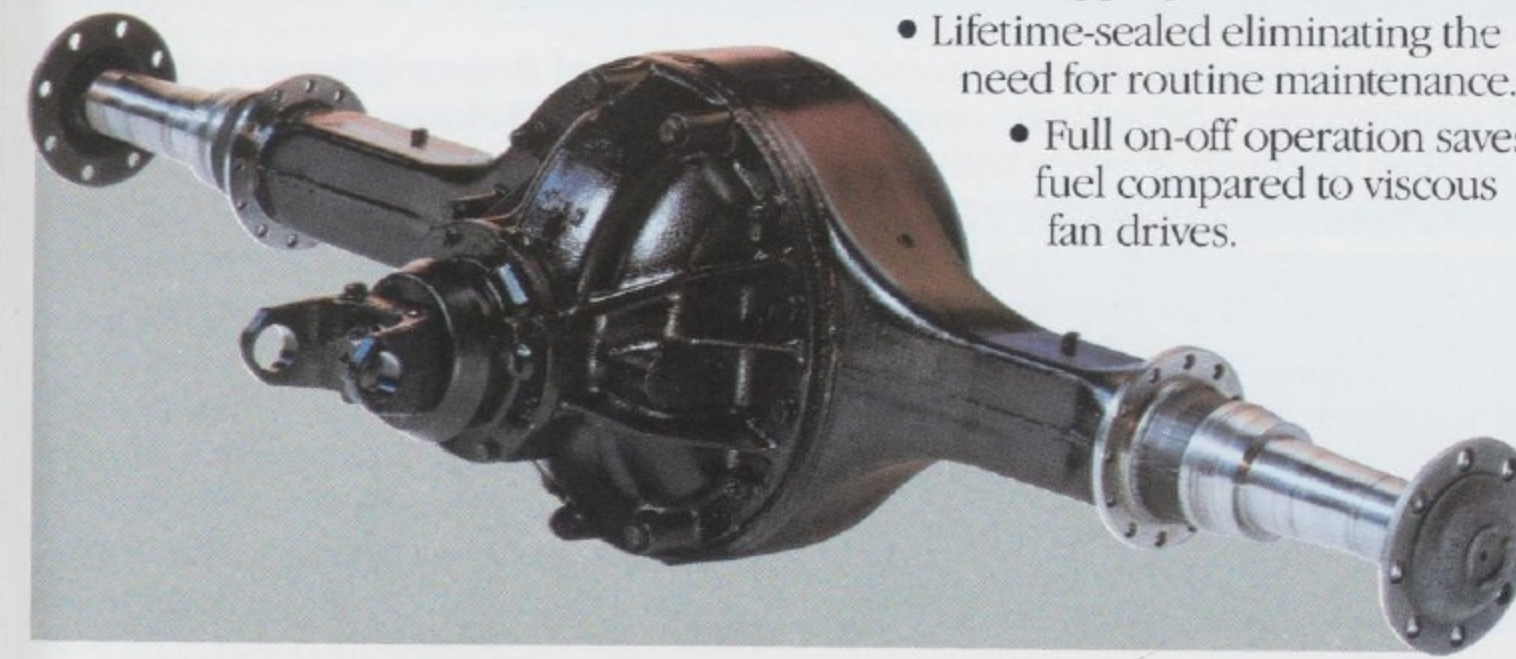
Bendix Air Dryers*

- With more than 12 million square feet of desiccant surface for outstanding moisture absorption.
- Performs up to 3 years between scheduled servicing.
- Self-cleaning, automatic purging action helps keep system clean and dry.
- Special pre-cooler starts the drying process even before the air hits the desiccant.
- Alloy filter screens out oil and grit.

*Special Order Option.

Rockwell Rear Axles

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



New Technology For 1988

Caterpillar 3406B Air-To-Air Aftercooling

The Caterpillar 3406B diesel engine features Air-To-Air Aftercooling (ATAAC) for more efficient combustion, enhanced performance and reduced emissions.

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 double-sided galvanized steel on all exterior sheet metal.

- Improved preparation process which prevents phosphate residues from reaching and contaminating the Electrocoat bath.
- 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.
- New sanding and "paint prep" booths to help guarantee a superior finish on all Ford cabs.

Bendix Fan Clutches

- Heavy-duty shaft for increased strength.
- High torque capacity for high rpms without slipping.
- Lifetime-sealed eliminating the need for routine maintenance.
- Full on-off operation saves fuel compared to viscous fan drives.



NOTE: Fan clutch shown with CLF9000 mounting brackets. Varies with vehicle Series.

The Ford Power Team— It Pays To Belong

16 Engines From Caterpillar And Cummins

No matter what your power requirements may be, the L-9000 Series is there to meet them with 16 engines from Caterpillar and Cummins—all with modern aftercooling systems for increased combustion efficiency and reduced emissions.

The Cummins L-10 (OA) Formula 240 is standard. Options include the L-10 (OA) Formula 270 and 300 HP; L-10 Power Torque 240, 270 and 300 HP; the Big Cam IV (OA) Formula 300, 315 and 350 HP; and the Big Cam IV (OA) NTC 315 and 350 HP.

Caterpillar options include the 3406B (ATAAC) 350 and 400 HP plus the Economy 3406B (ATAAC) Series in 310, 350, and 400 HP.

Caterpillar 3406B— Proven Heavy-Duty Power

Take advantage of Caterpillar's more than 20 years of premium diesel manufacturing experience. Choose proven heavy-duty power in the Cat 3406B diesel engine, featuring:

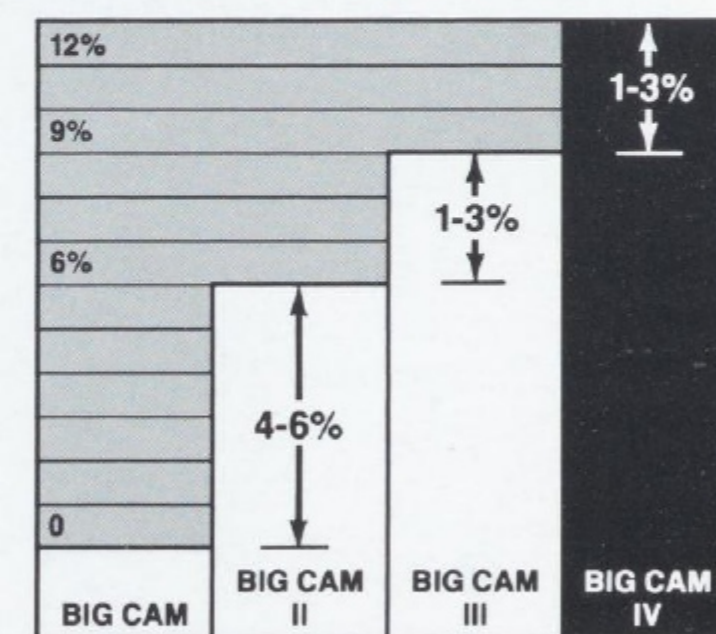
- Air-to-Air Aftercooling (ATAAC)—for increased combustion efficiency and reduced emissions.
- Full Range Governor—(not min-max) for reduced gear shifting.
- Direct Injection Scroll Fuel System—results in lower emissions plus improved fuel economy. Individual scroll-type fuel pumps for each cylinder require no balancing and maintain fuel efficiency without periodic adjustment.

Aftercooling Systems From Caterpillar And Cummins

Modern aftercooling systems represent a major advance in the refinement of the air intake system of the diesel engine.

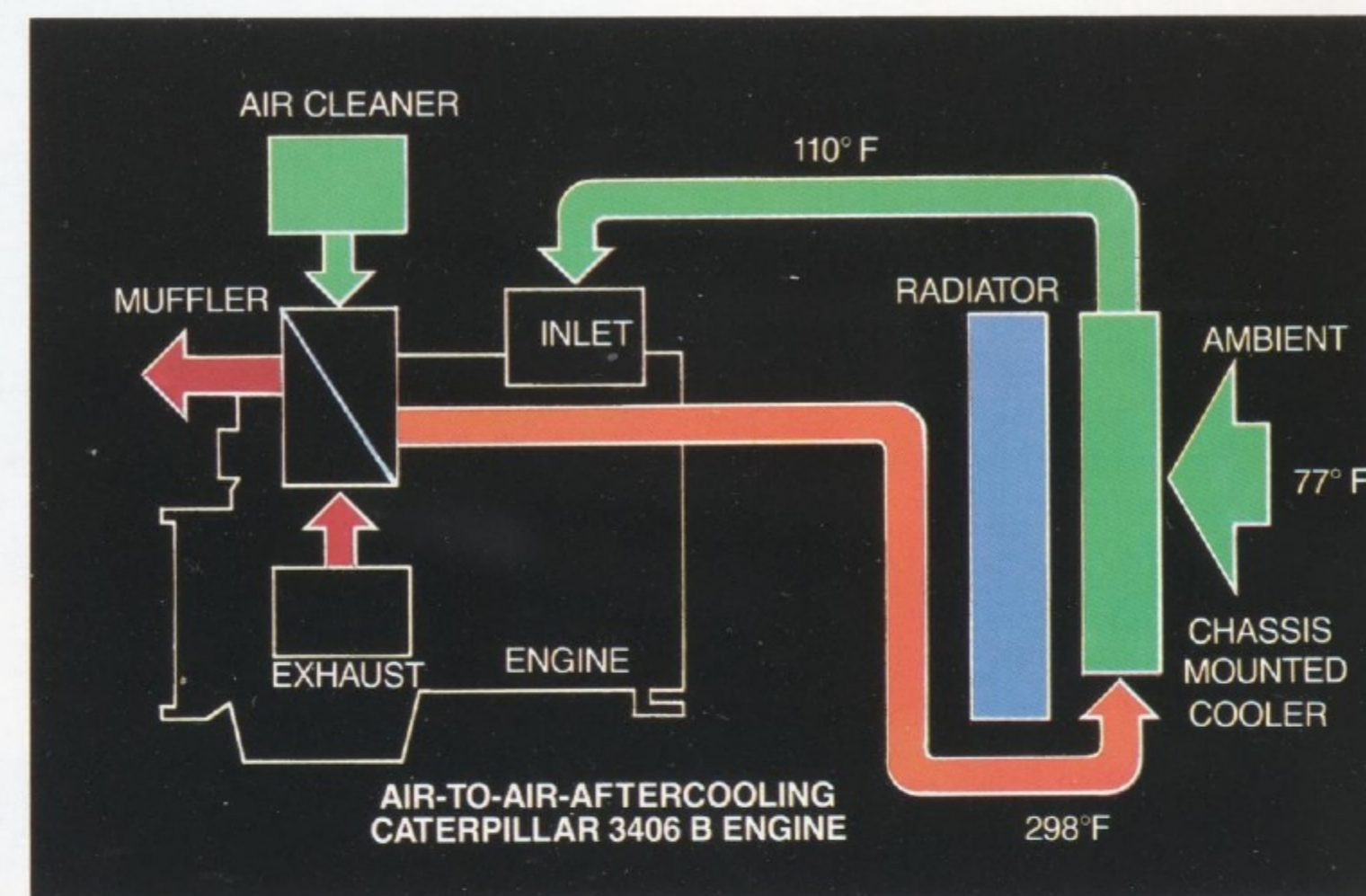
Simply put, aftercooling reduces the temperature of the air in the engine's

Fuel Economy Improvements



Fuel Improvement Of 6 To 12% With Cummins Optimized Aftercooling

Optimized Aftercooling is only part of the Cummins performance story. Since its introduction in 1976, the Big Cam Series has realized fuel improvements from 6 to 12%. As the accompanying bar graph illustrates, fuel economy increased 4 to 6% with Big Cam II...1 to 3% with Big Cam III...and now another 1 to 3% with Big Cam IV.



combustion chamber. Because cool air contains more oxygen per cubic inch than warm air, it burns with greater thermal energy. (See the accompanying illustration of the Caterpillar ATAAC system.) Aftercooling reduces turbocharged air to relatively low temperatures. The end result is improved fuel economy and engine response, plus reduced emissions.

The Ford Power Team— It Pays To Belong

Fuel represents a major hunk of the cost of operating a rig. So even a minor improvement in fuel economy pays dividends. For example, at an average cost of \$1.00 per gallon of diesel fuel, a 3% miles-per-gallon improvement (from 6 mpg to 6.18 mpg) could save nearly \$1,000 every 200,000 miles.

Performance And Economy



Blue Chip Performance

Here's a sampling of the kind of blue chip performance you can expect from the L-9000. Identify your application and spec out a performance package using the engine and powertrain combinations available through Ford and its Premium Suppliers for optimum over-the-road performance and fuel economy. Or choose a pre-spec'd combination from the Work-Ready offerings that best matches your needs.

Winning Combinations

Vehicle	Engine	Transmission	Rear Axle	Tires	Max. Geared Speed	Cruising Speed
LT-9000 w/Aerodynamic Package	Cummins L-10 (OA) 270 hp @ 1900 rpm	Fuller RT-8609 9-Speed Direct	Rockwell SQ-100 w/3.73 Ratio	275Rx24.5 Low Profile G Rating	59.7 mph	1750 rpm @ 55 mph
LT-9000 w/Aerodynamic Package	Caterpillar Economy 3406B 310 hp (ATAAC) @ 1800 rpm	Fuller RT-8609 9-Speed Direct	Rockwell SQ-100 w/3.73 Ratio	275Rx24.5 Low Profile G Rating	59.7 mph	1750 rpm @ 55 mph

Easy To Service

57° Tilt Hood And Fender Assembly

Downtime is wasted time. And income lost. The L-9000 Series is designed for ease of service, keeping routine scheduled maintenance to a minimum.

The large steel-reinforced fiberglass hood and fender assembly easily opens a full 57°. It swings up and away from the engine and radiator, allowing convenient walk-in, stand-up servicing of the engine and components. The bumper design provides sufficient tire-to-bumper clearance for easy step-in engine access. Time is spent performing necessary maintenance, not unnecessary motion.

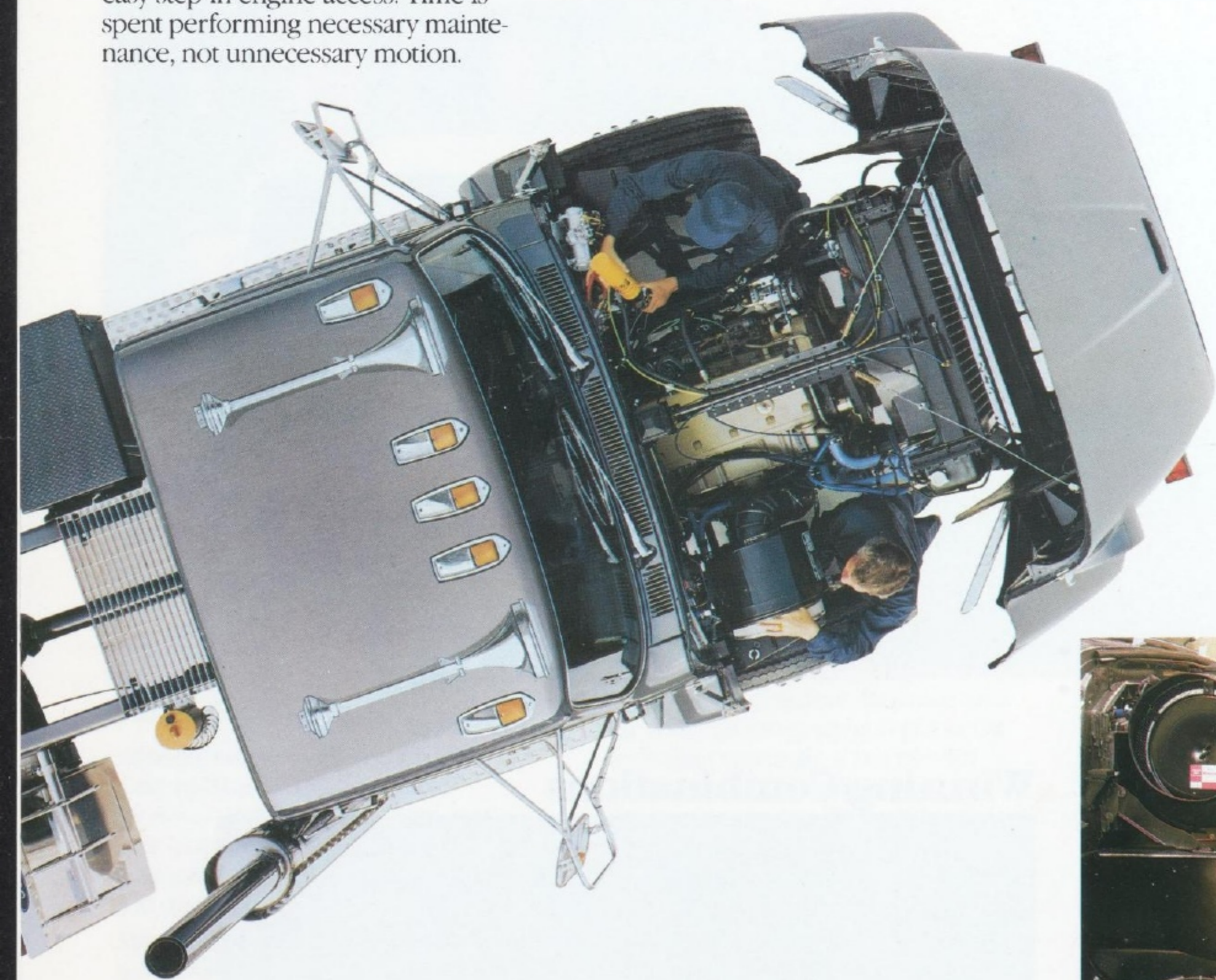
Butterfly Hood Option

A side-opening butterfly hood option is available on cabs where front-mounted equipment would otherwise interfere with tilting the standard hood and fender assembly (except LN/LNT).

The L-9000 Series further supports low cost of ownership through a number of service-reducing features like:

- Maintenance-free batteries.
- Color-coded air lines and wiring simplify circuit identification and tracing.

- Removable Air-Pac allows unitized removal of manifold and air controls.
- Little or no in-cab doghouse for out-front service access.
- Hinged fuse or circuit breaker panel for maintenance ease.
- Chassis wiring is routed high on the frame rails and away from the lower "corrosion gutter."



Keeping Your Truck On The Road And You In Business

L-9000 Series Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle	12	50,000	No Charge	No Charge
Engine*	—	—	—	—
Drivetrain†	36	300,000	No Charge	No Charge
Frame	60	Unlimited	No Charge	No Charge
Cab Corrosion‡	60	Unlimited	No Charge	No Charge
A/C	12	Unlimited	No Charge	No Charge

*Engines are warranted by the manufacturer. †Clutch: 12 months/50,000 miles. ‡Includes cab structure.

A Decade Of Ford Toughness: Over 133,000 Trucks Sold... 108,000 Still On The Road!

Ford sold more than 133,000 heavy trucks in the 10-year period preceding June, 1985. As you can see from the accompanying chart, over 108,000 of these trucks are still on the road. In other words, 80% of all Ford big trucks (Class 8) sold during that period are still on the job.

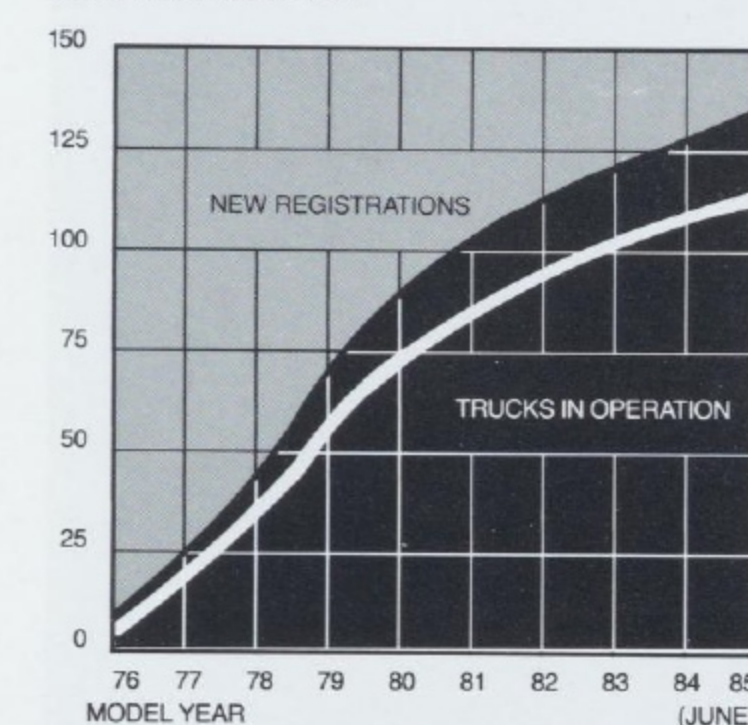
That's a bottom line result. That's Ford Tough!

Reduced Downtime

The L-9000 Series is designed to reduce downtime. Maintenance and service checks—shown below on a Cummins L-10 diesel engine—can be carried out quickly, helping to keep your truck on the road and you in business: (A) oil level (B) air filter and (C) ether bottle replacement and (D) fluid systems.

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

CUMULATIVE TOTAL × 000



Model Year Registrations: R.L. Polk Service "H" Trucks In Operation: R.L. Polk N.V.P.P. 1985

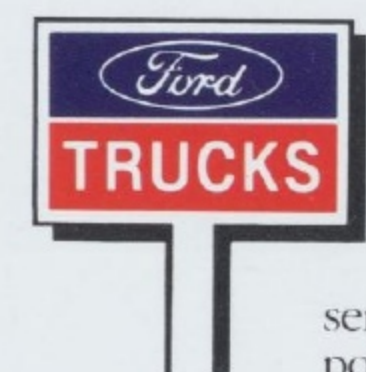
Big Payloads—The "Real-World" Payoff!

Weight distribution is the key to payload capacity—the "real-world" payoff.

Don't be misled by manufacturer claims for lightweight trucks. Overall weight is not the essential factor in determining payload capacity. Weight distribution—how much payload can be transferred to the front axle—is the essential ingredient.

By setting components like integral fuel tanks forward under the cab, the L-9000 is able to load enough weight onto the front axle to give it an effective payload capacity competitive with any Class 8 on the road.

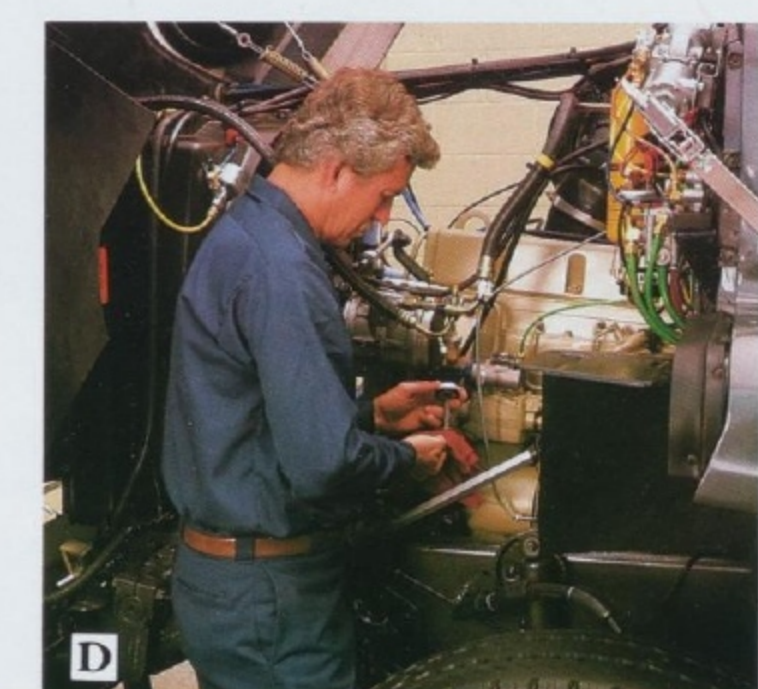
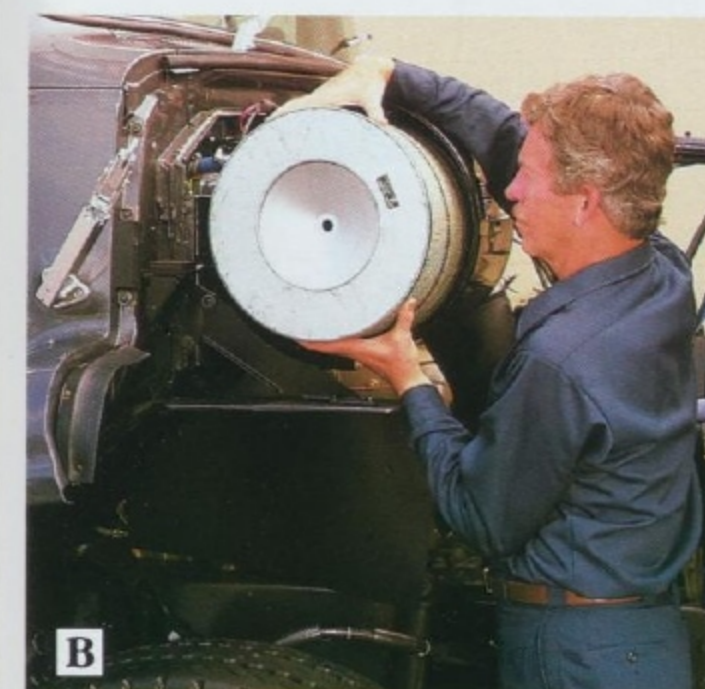
See your Ford Dealer for specifications.



Ford Full Parts And Service Support

Ford backs your L-9000 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.

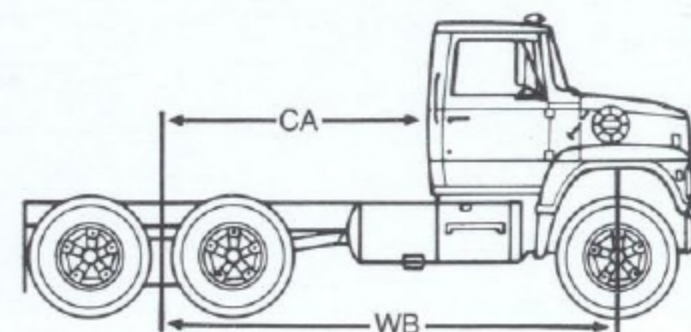


Ford L-9000 Series Specifications

SERIES		SINGLE AXLE SERIES	TANDEM AXLE SERIES	SET-BACK FRONT AXLE	
		L- & LN-9000	LT- & LNT-9000	SINGLE	TANDEM
GVW Rating (lb.)	Max.	35,000	64,000	39,000	66,000
GCW Rating (lb.)	Max.	80,000	82,000	80,000	82,000
AXLE, FRONT Max. Rating (lb.)	Std.	9,000	9,000	12,000	12,000
	Max. Opt.	16,000*	18,000	16,000	20,000
AXLE, REAR Max. Rating (lb.)	Std.	23,000 Rockwell RS-23-160	34,000 Rockwell SL-100	23,000 Rockwell RS-23-160	40,000 Rockwell SQ-100
	Max. Opt.	30,000*	65,000 Eaton DP-650P*	30,000*	65,000 Eaton DP-650P*
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air	Air	Air
BRAKES, PARKING	Std.	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type
ENGINE	Std.	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240	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 (ATAAC) 350 Economy 3406B (ATAAC) 310/350	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 (ATAAC) Economy 3406B (ATAAC) 310/350/400 3406B (ATAAC) 350/400	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 (ATAAC) 350 Economy 3406B (ATAAC) 310/350	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 (ATAAC) 350/400 Economy 3406B (ATAAC) 310/350/400
CLUTCH (Dia. in.)	Std.	14-2 plate	14-2 plate	14-2 plate	14-2 plate
TRANSMISSION	Std.	9-speed	9-speed	9-speed	9-speed
	Opt.	5-speed auto 7-, 9-, 10-, 13-speeds	5-speed auto 6-, 7-, 8-, 9-, 10-, 13-, 15-speeds	5-speed auto 7-, 9-, 10-, 13-speeds	5-speed auto 6-, 7-, 8-, 9-, 10-, 13-, 15-speeds
FRAME	Max. Std.	10.76 SM 1,183,600 RBM	13.3 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM
	Max. Opt.	15.9 SM 1,749,000 RBM	30.0 SM† 3,300,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM† 3,300,000 RBM
SUSPENSION, FRONT Combined capacity at ground (lb.)	Std.	9,000	9,000	12,000	12,000
	Max. Opt.	16,000*	20,000*	16,000	20,000
SUSPENSION, REAR Combined capacity at ground (lb.)	Std.	21,000	34,000 U-340	21,000	34,000 U-340
	Max. Opt.	30,000*	65,000 Hendrickson RT-500*	30,000*	65,000 Hendrickson RT-500*
AUXILIARY SPRINGS	Std.	4,500	—	4,500	—
POWER STEERING	Std.	Optional	Optional	Standard	Standard
WHEELS	Std.	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt.	10-Hole Disc**	10-Hole Disc**	10-Hole Disc**	10-Hole Disc**
TIRES	Std.	10.00x20F	10.00x20F	10.00x20F	10.00x20F
	Max. Opt.	See your Ford Dealer			

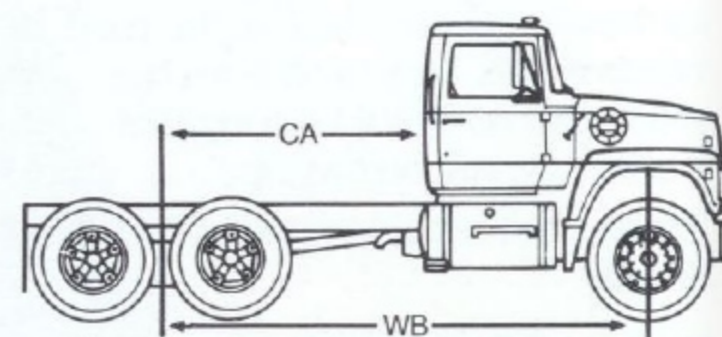
*Special order option.
†Includes reinforcements.
**Steel, aluminum or polished aluminum.

Dimensions



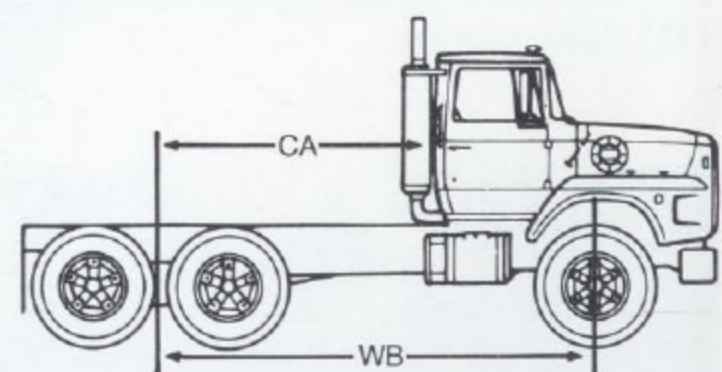
LN/LNT-9000 94.4" BBC

WB	138"	144"	150"	162"	222"
CA	72"	78"	84"	96"	156"
LN-9000	X	—	X	X	X
LNT-9000	X	X	X	X	X



L/LT-9000 106.4" BBC

WB	150"	162"	174"	188"	204"	222"
CA	72"	84"	96"	108"	126"	144"
L-9000	X	X	X	X	X	X
LT-9000	X	X	X	X	X	X



LS/LTS-9000 106.3" BBC

WB	131"	143"	155"	167"	185"	203"
CA	72"	84"	96"	108"	126"	144"
LS-9000	X	X	X	X	X	X
LTS-9000	—	X	X	X	X	X

Chassis Optional Equipment

- Aluminum front bumper
- Aluminum front/rear wheel hubs
- Aluminum wheels (polished)
- Butterfly hood (except LN/LNT)
- Centrifuse brake drums
- Ether cold starting aid
- Extended front bumper (8-inch spacer; NA w/extended frame)
- Integral front frame extension
- Self-adjusting clutch
- Silicone hose package
- Wet-type wheel seals
- Wide choice of tandem suspensions:
 - Hendrickson steel spring walking beam
 - steel beam
 - aluminum beam
 - extended leaf
 - capacities to 65,000 lbs.*
 - Hendrickson rubber cushion walking beam
 - "RS": steel beam
 - "RSA": aluminum beam
 - Neway ARD Air

The Ford AeroForce—See your Ford Dealer for details on the CL-9000, LTL-9000 and AeroMax, specially equipped for fuel economy and linehaul performance.

Cab Optional Equipment

- Air conditioning (includes tinted glass all around)
 - Air-powered windshield wipers
 - Bright grille surround molding
 - Linehaul Full Instrumentation panel
 - Sun visor, exterior*
*Special Order Option.
- Custom Exterior Trim**
Includes (in addition to or in place of Standard Trim) Bright Finish:
- Windshield molding
 - Grille surround molding
 - Pedestal cab rooflights (five).

- Custom Hi-Level Exterior Trim**
Includes (in addition to or in place of Custom Exterior Trim) Bright Finish:
- Rectangular Dietz cab roof lights (five)
 - Hadley air horns—dual base
 - Aluminum front bumper
 - Western mirrors w/bright auxiliary convex mirrors
 - Fender-mounted turn signals
 - Vent window frame and divider bar.

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.

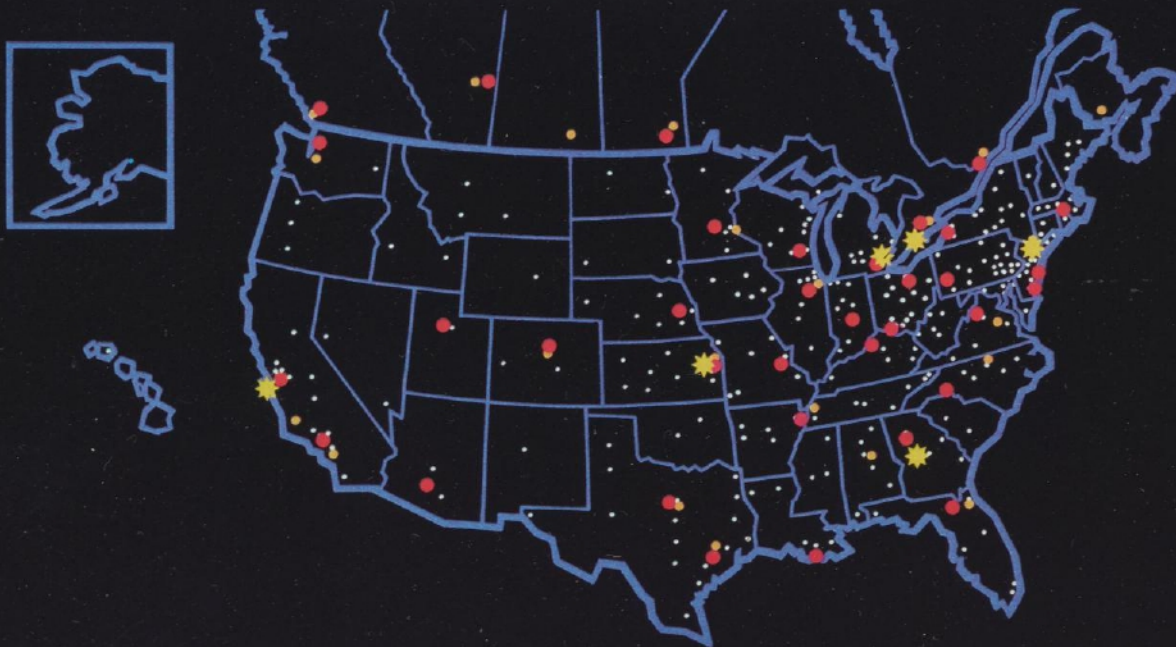
Product Changes
Ford Truck Operations reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with 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 IST (367-3178)* for information concerning L-9000 Series sales, parts and 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 L-9000

TRUCK OPERATIONS

