



L7000/8000





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-7000/8000 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-Series. It's built to perform. And it's backed by a Ford Support System comprising over 250 Ford Heavy Truck Dealers nationwide—plus nearly 600 Ford Dealers who are Ford Diesel engine certified. Ford makes it easy to get the truck that's right for you with our "Work-Ready" Program. Sixty models are available for quick delivery.

Premium Diesel Performance

The Ford Diesel is the standard engine in the L-Series. Designed for premium performance without the price, the Ford Diesel is available in five models within the L-Series—up to 240 horsepower. It features a Garrett turbocharger for enhanced power, a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds and an advanced air management and combustion system for good fuel economy.

LN-7000: New For 1988

This year the L-Series becomes an even greater value with the addition of the LN-7000. Powered by the Ford Diesel, the LN-7000 carries a 30,000/60,000 pound GVWR/GCWR, and shares the same notable design benefits as the LN-8000.

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

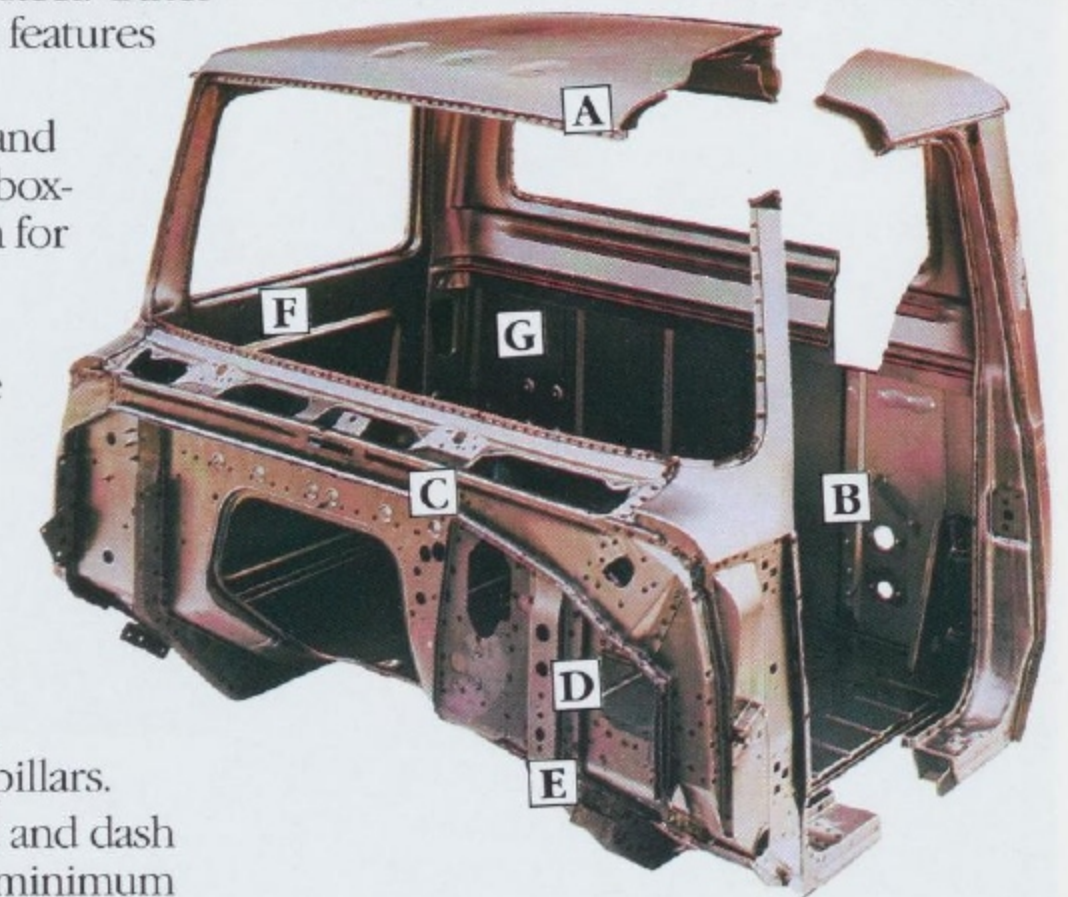
Just how good do we think our anti-corrosion story is? Good enough to back with a solid anti-corrosion warranty that covers 100% parts and labor for 60 months/unlimited mileage.

Built Ford Tough—More Than A Slogan

It's a tradition that translates into tangible values like the L-Series all-welded cab construction for driving comfort and overall vehicle performance. All exterior sheet metal (except the dash panel) is made of double-sided galvanized steel. Other notable cab 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 .043-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 random 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.

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.

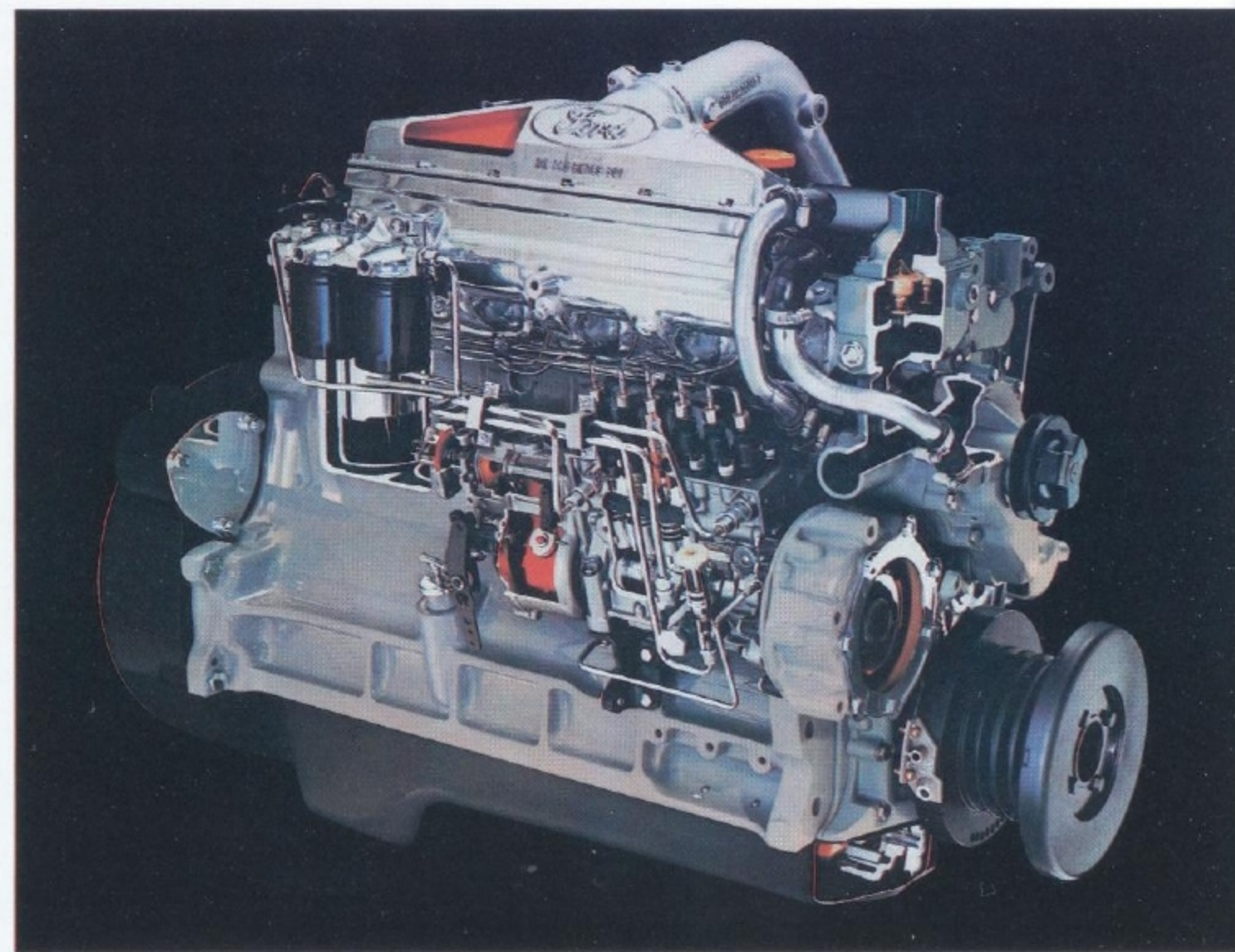
Proven In Over 350,000 Demonstrator Program Miles

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

		9.6 MPG	9.7 MPG
	9.3 MPG		
8.6 MPG			
F-SERIES F-600	F-SERIES F-700	CARGO CF-7000	CARGO CF-6000

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

Don't Take Our Work 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!"

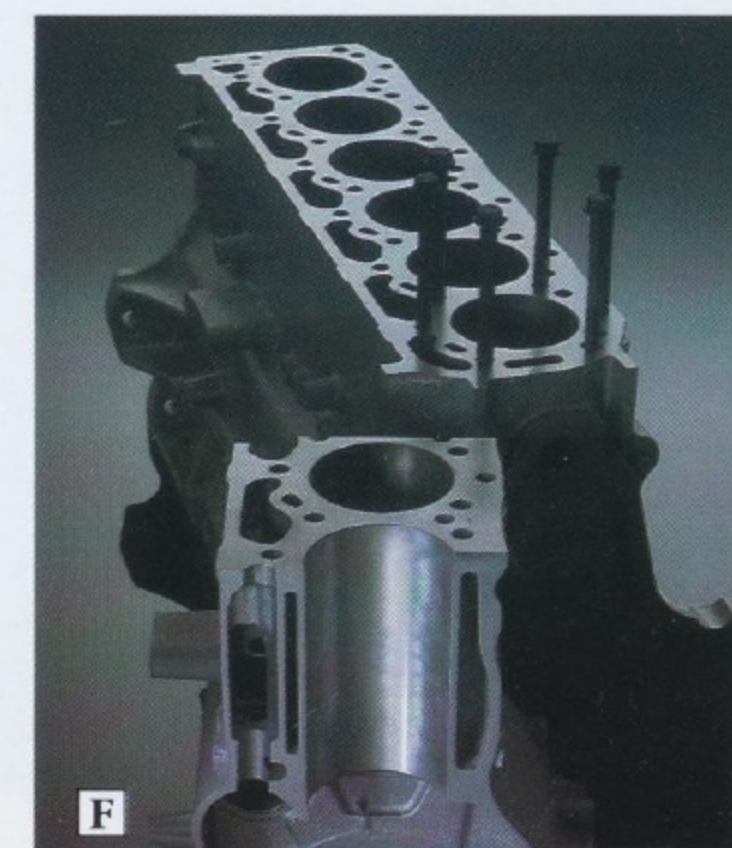
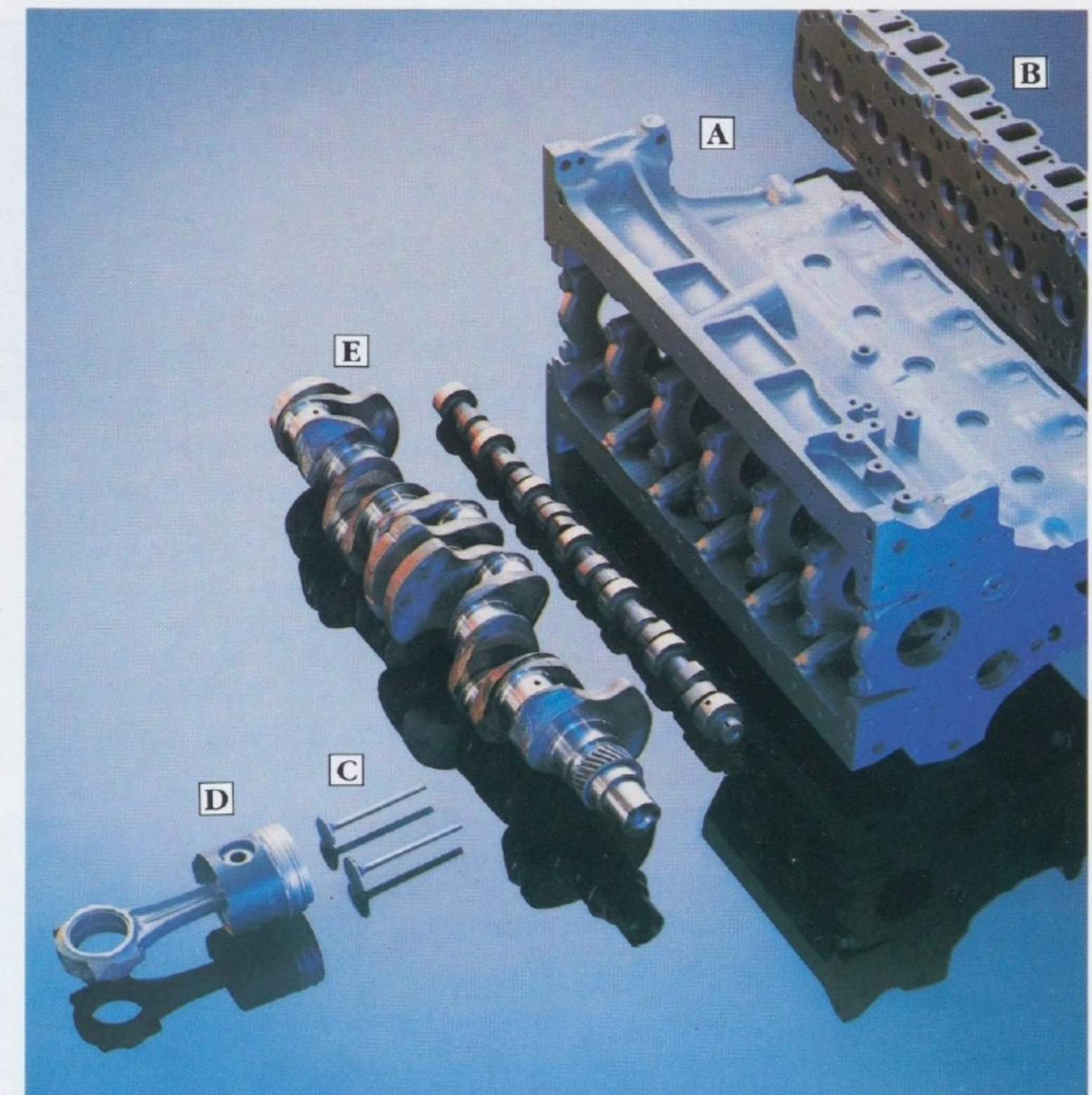
(B) **Stress-Relieved Cast Iron Cylinder Head** features 6 large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.

(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 Performance Backed By Premium Warranty Protection

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.

The Ford Diesel features a direct injection, advanced air management and combustion system design for good fuel economy, a Garrett turbocharger for boosted power, and a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds. The 210, 215 and 240 HP engines feature modern after-cooling systems for enhanced combustion efficiency, improved fuel economy and reduced emissions.

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.

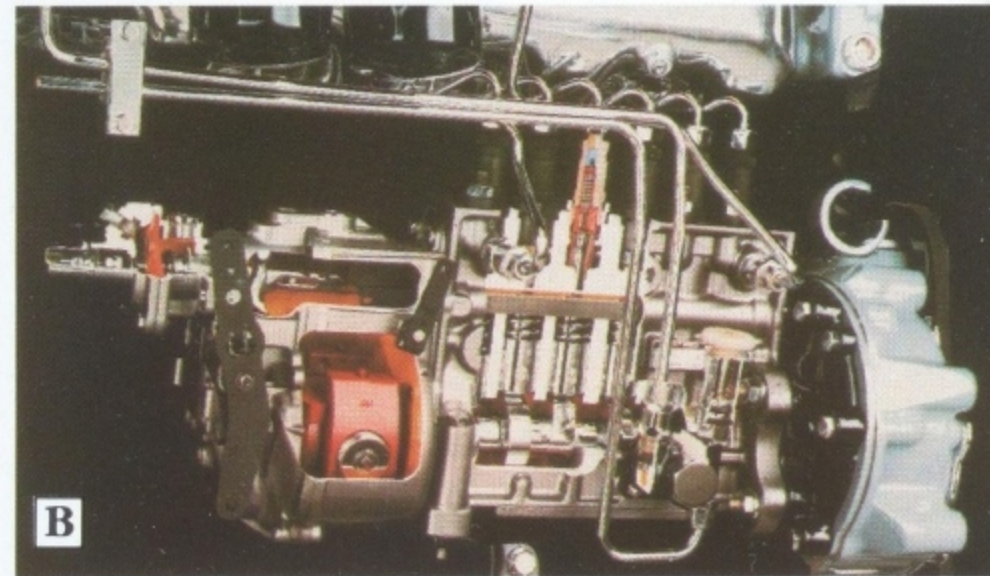


(A) Garrett Turbocharger

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.

(B) 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 is normally associated only with linehaul 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.

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.
- 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.

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

Ford Diesel Engine Specifications

Item	170 HP 50 States	185 HP 49 States	210 HP 50 States	215 HP 49 States	215 HP California	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 5.20	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)	170 @ 2600	185 @ 2400	210 @ 2400	215 @ 2400	215 @ 2400	240 @ 2400
Peak Torque @ RPM (lb./ft.)	412 @ 1800	509 @ 1500	575 @ 1500	588 @ 1500	588 @ 1500	656 @ 1500
Gross Torque Rise (%)	20	25	25	25	25	25
Aspiration	Turbo	Turbo	Turbo/JWAC	Turbo/A-A	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

JWAC = Jacket Water Aftercooling A-A = Air-to-Air Aftercooling

Aerodynamic Improvement Package

Aerodynamic Improvement Package

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% drag improvement over identical trucks without the package.

Save Up To \$1,500 Per 100,000 Miles

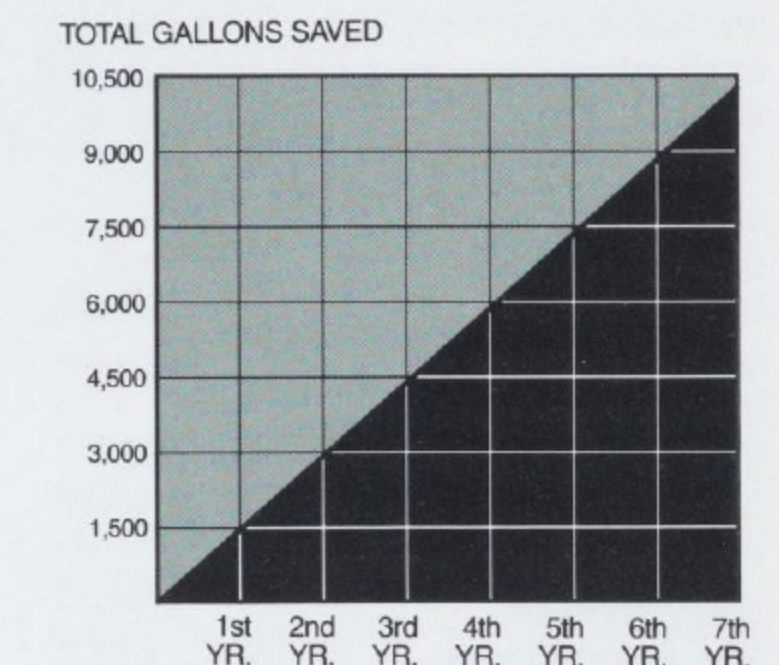
Every 10% improvement in drag reduction—at a constant road speed of 55 mph—results in an approximate 5% increase in fuel economy. A 16.5% drag improvement could save you roughly 8% in fuel costs. At \$1.00 per gallon, that can mean an approximate savings of \$1,500 per 100,000 miles.

Ford and Rudkin-Wiley—technology at work for you to help drive down the cost of ownership.

Economy Plus High Torque Rise Pulling Power

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

Aerodynamic Improvement Package Estimated Fuel Savings At 55 MPH*



*The fuel chart shows an average annual fuel savings of 8% on a truck equipped with the Aerodynamic Improvement Package. Fuel consumption is based on an improvement from 5 mpg to 5.4 mpg at \$1.00 per gallon. Your actual savings will vary.



Work-Ready Trucks

Name Your Job... Chances Are We've Already Built Your Truck
You're ready to work. Why wait for a truck that isn't? 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, axle and suspension that best match your needs. And, as an added benefit, they carry Extended Service Coverage.

Sixty Models To Choose From

Name your job: dump, refuse, van/platform or tractor. Chances are, we've already built your truck. There are 60 models to choose from. Wheelbase and Cab-Axle dimensions extend to a long 222"/156". GVW's are rated to 70,000 pounds. Engines are available to 240 Ford Diesel horsepower.

Extended Service Coverage

A \$950 Value
Extended Service Coverage (ESC) helps you reduce operating, maintenance and repair costs by improving your basic warranty protection. Receive Extended Service Coverage on Work-Ready L Series with full parts and labor service coverage for 24 months/unlimited mileage (except engine). A \$950 value.*

And because it's transferable to a

ESC vs. Basic Warranty

Model	Item	Full Parts And Labor For:	
		Basic Warranty	ESC Coverage
L-7000/ 8000 Series	Vehicle	12 Months/ Unlimited Mileage	24 Months/ Unlimited Mileage
	Ford Diesel	24 Months/ Unlimited Mileage	36 Months/ 150,000 Miles**
	Caterpillar 3208*	—	—

*Engines are warranted by the manufacturer. **Includes powertrain components—clutch, manual transmission, driveshaft and rear axle. Powertrain ESC coverage on 3208 engine is 24 months/unlimited mileage.

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.

Work-Ready "Flex" Options

Work-Ready "Flex" Options on items like paint color, seats, wheels and tires may be substituted on certain units—refer to the Work-Ready insert for details.

Ford L-7000/8000 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 is as easy as circling a code number.

Work-Ready "Flex" Options

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

Extended Service Coverage—Up To A \$950 Value

Every Ford Work-Ready truck carries Extended Service Coverage (ESC)—full parts and labor for 24 months/unlimited mileage. Purchased separately, that could cost from \$800 to \$950*—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/Unlimited	24 Months/Unlimited	\$800
Powertrain†	24 Months/Unlimited	36 Months/150,000 Miles‡	(\$950 for 3208-powered trucks)
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. †Cat 3208 Diesel is 24 Months/Unlimited.

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 spec sheets plus a complete listing of the available Packages within the L-Series.

• Work-Ready Model Designation Code.

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

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

• Chassis-Cab Specifications.

LT-8000-843

FOR 10/20 YARD DUMP (14 FOOT BODY)

Chassis-Cab Specifications	
08	INTERIOR COLOR: Candy Apple Red (Std.)
10	AXLE, FRONT: 12,500 lb.
11	AXLE, REAR: Recessed 50-100 (4.33) 40,000 lb.
13	AXLE EQUIPMENT: Magnetic Trip Drain Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Steer, Vee Type, Front Wheel Steer, Vee Type, Rear
15	BRAKES, SERVICE: Air Brakes (Std.) Front Cam Type (Std.) Rear Cam 18x17" (Std.)
19	BRAKE EQUIPMENT: Air Compressor, 12 CFM (Std.) Parking Brake, Rear Spring Set, Maxi (Std.) Moisture Electrons, Auto
22	CAB: Conventional Cab (Std.) Seat National Cup-N-Are Lo-Back Air Susp. Driver and Pass. (Std.)
23	CAB EQUIPMENT: Custom Exterior
24	CAB EQUIPMENT: (Cont'd) Warning Light, Water in Fuel (Std.) Lights and Buzzer, Low Oil Pressure, Low Fuel Level and High Coolant Temp. (Std.) Open Lighter (Std.) Map Pocket, L.H. Horns, Dual Air
25	CAB EQUIPMENT: (Cont'd) Mirrors, Western S.S. w/Aux. Convex Taped Glass, All Radio, All Footrest/Seat Panel
26	ENGINE: Ford Diesel (43) 240 HP @ 2400 RPM
36	ENGINE EQUIPMENT: Air Cleaner, Single Stage Dry Type (Std.) Clutch, 1 1/2" Plate Non-Anderson (Std.) Single Horizontal Muffler and Pipe, 19V (Std.) Oil Cooler, Engine Mounted (Std.) Oil Filter, Steel Lubricator
37	ENGINE EQUIPMENT: (Cont'd) Fan Clutch (Std.) Throttle, Locking, 1-Handle (Std.)
40	FRAME: 30.0 5M-110,000 PSI Double Channel
43	FUEL TANK: 75 Gallons, RH "D" Type, Steel
47	SUSPENSION, FRONT: 13,000 lb. Spring Duty (Service)
47	SUSPENSION, REAR: MacPherson HT-38KH 38,000 lb.
50/51	TIRES: Front (2) 10.00x20F (12PR) Hwy Rear (2) 10.00x20F (12PR) On & Off Hwy, (GR) 10
50/51	WHEELS: Front (2) 20x8 1/2 10-Hole Steel Disc Rear (2) 20x8 1/2 10-Hole Steel Disc
56	TRANSMISSION: Fuller 21-60 13 1/2-Speed Direct
66	MISCELLANEOUS: Tail Hooks, Front

• Suggested body type, length or capacity. Tractors are labeled as such.

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

• Weight Distribution.

• Drivetrain Performance.



LN-8000-854

FOR
20 YARD
REAR
LOADER



Front GAWR: 10,660 lb.
Rear GAWR: 19,040 lb.
Total GVWR: 29,900 lb.

CHASSIS WEIGHT
Front: 6,243 lb.
Rear: 3,920 lb.
Total: 10,163 lb.

PERFORMANCE DATA

BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (8%)
Rear: (92%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 69%
Geared Speed: 66 MPH
Total Reduction: 83:1

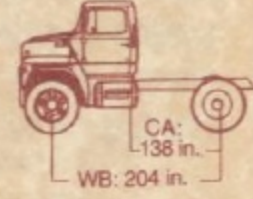
Chassis-Cab Specifications

Table with 3 columns: Part Number, Description, and Specification details. Includes categories like Exterior Color, Axle, Electrical, Engine, Brakes, Brake Equipment, Cab, Suspension, Springs, Tires, and Miscellaneous.

SELECTED WORK-READY SPEC SHEETS

LN-7000-845

FOR
18 FOOT
BODY



Front GAWR: 7,000 lb.
Rear GAWR: 16,160 lb.
Total GVWR: 23,100 lb.

CHASSIS WEIGHT
Front: 5,504 lb.
Rear: 3,521 lb.
Total: 9,025 lb.

PERFORMANCE DATA

BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (13%)
Rear: (87%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 36%
Geared Speed: 61 MPH
Total Reduction: 44:1

Chassis-Cab Specifications

Table with 3 columns: Part Number, Description, and Specification details. Includes categories like Exterior Color, Axle, Electrical, Engine, Brakes, Brake Equipment, Cab, Suspension, Springs, Tires, and Miscellaneous.

LN-8000-842

FOR
GENERAL
PURPOSE
TRACTOR



Front GAWR: 11,000 lb.
Rear GAWR: 21,200 lb.
Total GVWR: 60,000 lb.

CHASSIS WEIGHT
Front: 5,768 lb.
Rear: 3,678 lb.
Total: 9,446 lb.

PERFORMANCE DATA

BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (18%)
Rear: (82%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 18%
Geared Speed: 68 MPH
Total Reduction: 38:1

Chassis-Cab Specifications

Table with 3 columns: Part Number, Description, and Specification details. Includes categories like Exterior Color, Axle, Electrical, Engine, Brakes, Brake Equipment, Cab, Suspension, Springs, Tires, and Miscellaneous.

SELECTED WORK-READY SPEC SHEETS

LT-8000-843

FOR
10/20 YARD
DUMP
(14 FOOT BODY)



Front GAWR: 10,860 lb.
Rear GAWR: 38,000 lb.
Total GVWR: 48,800 lb.

CHASSIS WEIGHT
Front: 6,677 lb.
Rear: 7,564 lb.
Total: 14,241 lb.

PERFORMANCE DATA

BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (21%)
Rear: (79%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 44%
Geared Speed: 66 MPH
Total Reduction: 78:1

Chassis-Cab Specifications

Table with 3 columns: Part Number, Description, and Specification details. Includes categories like Exterior Color, Axle, Electrical, Engine, Brakes, Brake Equipment, Cab, Suspension, Springs, Tires, and Miscellaneous.

LTS-8000-845

FOR
16 FOOT
BODY



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

CHASSIS WEIGHT
Front: 7,619 lb.
Rear: 7,226 lb.
Total: 14,845 lb.

PERFORMANCE DATA

BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (22%)
Rear: (78%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 42%
Geared Speed: 58 MPH
Total Reduction: 83:1

Chassis-Cab Specifications

Table with 3 columns: Part Number, Description, and Specification details. Includes categories like Exterior Color, Axle, Electrical, Engine, Brakes, Brake Equipment, Cab, Suspension, Springs, Tires, and Miscellaneous.

LNT-8000-845

FOR
10/12 YARD
DUMP
(17 FOOT BODY)



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

CHASSIS WEIGHT
Front: 7,061 lb.
Rear: 6,965 lb.
Total: 14,026 lb.

PERFORMANCE DATA

BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (23%)
Rear: (77%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 40%
Geared Speed: 66 MPH
Total Reduction: 78:1

Chassis-Cab Specifications

Table with 3 columns: Part Number, Description, and Specification details. Includes categories like Exterior Color, Axle, Electrical, Engine, Brakes, Brake Equipment, Cab, Suspension, Springs, Tires, and Miscellaneous.

L-7000/8000

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-7000-841	150/84	50.0	Ford Dsl. (185 HP)†	7	17.5(2)	FS-5005B	9.00 x 20(10)	20 x 7.0(D)	A	T
LN-7000-842	186/120	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5106	9.00 x 20(10)	20 x 7.0 (D)	H	V
LN-7000-843	189/120	23.1	Ford Dsl. (170 HP)	7	17.5(2)	FS-5005B	9.00 x 20(10)	20 x 7.0(CS)	H	V
LN-7000-844	204/138	23.1	Ford Dsl. (185 HP)†	7	17.5(2)	FS-5005B	9.00 x 20(10)	20 x 7.0(D)	H	V
LN-7000-845	204/138	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5106	9.00 x 20(10)	20 x 7.0(CS)	H	V
LN-7000-846	222/156	23.1	Ford Dsl. (170 HP)	7	17.5(2)	FS-5005B	9.00 x 20(10)	20 x 7.0(CS)	H	V
LN-7000-847	222/156	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5005A	9.00 x 20(10)	20 x 7.0(D)	H	V
LN-7000-858	222/156	23.1	Ford Dsl. (185 HP)†	7	17.5	FS-5106	9.00 x 20(10)	20 x 7.0(D)	H	V
LN-8000-841	138/72	55.0	Ford Dsl. (210 HP)	12	23.0	FS-6106	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-842	138/72	60.0	Ford Dsl. (240 HP)	12	23.0	RT-6610	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-843	138/72	60.0	Ford Dsl. (210 HP)	12	23.0	MT-643	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-861	138/72	70.0	Ford Dsl. (240 HP)	12	23.0	MT-653	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-862	150/84	55.0	Ford Dsl. (240 HP)	12	23.0	FS-6106	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-863	150/84	50.0	Ford Dsl. (240 HP)	12	23.0	RT-6610	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-844	150/84	55.0	Ford Dsl. (210 HP)	12	23.0	FS-6106	011R x 22.5(14)	22.5 x 8.25(D)	A	T

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

L-7000/8000

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-8000-845	150/84	55.0	Ford Dsl. (240 HP)	12	23.0	RT-6610	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-846	150/84	55.0	Ford Dsl. (215 HP)†	12	23.0	RT-6610	011R x 22.5(14)	22.5 x 8.25 (D)	A	T
LN-8000-847	186/120	28.0	Ford Dsl. (185 HP)†	9	21.0(2)	FS-5005B	10.00 x 20(12)	20 x 7.5(CS)	H	V
LN-8000-848	204/138	28.0	Ford Dsl. (185 HP)†	9	21.0	FS-5106	10.00 x 20(12)	20 x 7.5(D)	H	V
LN-8000-849	204/138	28.0	Ford Dsl. (210 HP)	9	21.0(2)	FS-6105B	10.00 x 20(12)	20 x 7.5(CS)	H	V
LN-8000-850	204/138	32.0	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	011R x 22.5(14)	22.5 x 8.25(CS)	A	V
LN-8000-851	204/138	32.0	Ford Dsl. (210 HP)	12	21.0	RT-6610	011R x 22.5(14)	22.5 x 8.25(D)	A	V
LN-8000-852	204/138	32.0	Ford Dsl. (215 HP)†	12	21.0	RT-6610	011R x 22.5(14)	22.5 x 8.25(D)	A	V
LN-8000-853	204/138	29.9	Ford Dsl. (240 HP)	12	21.0	FS-6106	10.00 x 20(12)	20 x 7.5(CS)	A	V
LN-8000-854	204/138	29.9	Ford Dsl. (210 HP)	12	21.0	MT-653	10.00 x 20(12)	20 x 7.5(CS)	A	R
LN-8000-855	222/156	29.9	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	10.00 x 20(12)	20 x 7.5(CS)	A	V
LN-8000-856	222/156	29.9	Ford Dsl. (240 HP)	12	21.0	FS-6106	10.00 x 20(12)	20 x 7.5(CS)	A	V
LN-8000-857	222/156	28.0	Ford Dsl. (185 HP)†	9	21.0	FS-5106	10.00 x 20(12)	20 x 7.5(D)	H	V
LN-8000-858	222/156	29.9	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	10.00 x 20(12)	20 x 7.5(D)	A	V
LN-8000-859	222/156	33.2	Ford Dsl. (210 HP)	12	23.0(2)	FS-6105B	011R x 22.5(14)	22.5 x 8.25(CS)	A	V

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

L-7000/8000

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-8000-860	222/156	33.0	Ford Dsl. (215 HP)†	12	21.0	RT-6610	011R x 22.5(14)	22.5 x 8.25(D)	A	V
LN-8000-864	222/156	33.0	Ford Dsl. (240 HP)	12	21.0	RT-6610	011R x 22.5(14)	22.5 x 8.25(D)	A	V
LNT-8000-841	186/120	48.8	Ford Dsl. (240 HP)	12	40.0	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LNT-8000-842	222/156	48.8	Ford Dsl. (210 HP)	12	40.0	MT-653	10.00 x 20(12)	20 x 7.5(CS)	A	R
LNT-8000-843	222/156	48.8	Ford Dsl. (240 HP)	12	40.0	MT-653	10.00 x 20(12)	20 x 7.5(CS)	A	R
LNT-8000-844	222/156	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LNT-8000-845	222/156	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LNT-8000-846	222/156	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LNT-8000-847	222/156	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	011R x 22.5(14)	22.5 x 8.25(CS)	A	D
LNT-8000-848	222/156	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LNT-8000-849	222/156	44.8	Ford Dsl. (210 HP)	12	34.0	RT-6610	10.00 x 20(12)	20 x 8.0(D)	A	V
LNT-8000-850	222/156	44.8	Ford Dsl. (215 HP)†	12	40.0	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LT-8000-841	186/108	48.8	Ford Dsl. (240 HP)	12	40.0	RT-6613	10.00 x 20(12)	20 x 8.0(D)	A	D
LT-8000-842	186/108	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-8000-843	204/126	48.8	Ford Dsl. (240 HP)	12	40.0	RT-6613	10.00 x 20(12)	20 x 8.0(D)	A	D

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

L-7000/8000

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
LT-8000-844	204/126	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-8000-845	222/144	48.8	Ford Dsl. (240 HP)	12	40.0	MT-653	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-8000-846	222/144	52.4	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-8000-847	222/144	48.8	Ford Dsl. (215 HP)	12	40.0	RT-6613	10.00 x 20(12)	20 x 8.0(D)	A	D
LTS-8000-841	185/126	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LTS-8000-842	185/126	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LTS-8000-843	185/126	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LTS-8000-844	203/144	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LTS-8000-845	203/144	54.0	Ford Dsl. (240 HP)	16	40.0	RT-6613	011R x 22.5(14)	22.5 x 8.25(CS)	A	V
LTS-8000-846	203/144	57.1	Ford Dsl. (240 HP)	16	46.0	MT-653	11.00 x 20(14)	20 x 8.0(CS)	A	R

(*)—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.

Performance Plus Flexibility

Work-Ready "Flex" Options

Performance Plus Flexibility

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, seats, fuel tanks, hood configurations, wheels and tires. Work-Ready "Flex" Options allow you to modify a Work-Ready Performance Package to suit your own individual requirements:

- Exterior Paint—the standard color may be changed to any regular production color or WT color.
- Wheels—cast spoke wheels may be substituted for disc, or disc for cast spoke.
- Tires—tubeless tires may be substituted for tube type, or tube type for tubeless (equivalent size and ply rating only).
- Rear Tire Tread Type—tires may be upgraded.
- Bostrom Lo-Back Westcoaster III bucket seats—suspended driver/fixed passenger—in place of standard bench seats on trucks equipped with hydraulic brakes.
- National Cush-N-Aire Lo-Back bucket seats—air-suspended driver/fixed passenger—in place of standard bench seats on trucks equipped with air brakes.

Work-Ready Ford Diesel

36 Months/150,000 Miles Extended Service Coverage

The new breed of Ford Diesel Engines is available through the Work-Ready Program—up to 240 horsepower. And all are backed by the Ford Diesel Performance Pledge:

• 36 months/150,000 miles Extended Service Coverage—full engine parts and labor at no cost to you.

• 48-hour Parts Delivery Guarantee. Ask your Ford Dealer for details.

• Supported by over 600 certified service Dealers nationwide.

• Toll-free Hotline: call 1-800-FORD 1ST (367-3178)*

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

Tire And Wheel "Flex" Options

SPECIFIED TIRE AND WHEEL		ALLOWABLE SUBSTITUTE TIRE AND WHEEL	
7000 SERIES			
8.25 x 20E (10)	20 x 6.5 CS (2-Pc.)	9.00 x 22.5E (10)	22.5 x 6.75 CS
9.00 x 20E (10)	20 x 7.0 CS (2-Pc.)	10.00 x 22.5F (12)	22.5 x 7.5 CS
9.00 x 20F (12)	20 x 7.0 CS	10.00 x 22.5F (12)	22.5 x 7.5 CS
10.00 x 20F (12)	20 x 7.5 CS (3-Pc.)	011R x 22.5G (14)	22.5 x 7.5 CS
8000 SERIES			
9.00 x 20E (10)	20 x 7.0 CS (2-Pc.)	10.00 x 22.5F (12)	22.5 x 7.5 CS
9.00 x 20F (12)	20 x 7.0 CS	10.00 x 22.5F (12)	22.5 x 7.5 CS
10.00 x 20F (12)	20 x 7.5 CS (3-Pc.)	011R x 22.5G (14)	22.5 x 8.25 CS
011R x 22.5G (14)	22.5 x 8.25 CS	011R x 24.5G (14)	24.5 x 8.25 CS
275R x 22.5G (14)	22.5 x 8.25 CS	011R x 22.5G (14)	22.5 x 8.25 CS
011R x 24.5G (14)	24.5 x 8.25 CS	011R x 22.5G (14)	24.5 x 8.25 CS
275R x 24.5G (14)	24.5 x 8.25 CS	011R x 24.5G (14)	24.5 x 8.25 CS
11.00 x 20G (14)	20 x 8.0 CS	012R x 22.5H (16)	22.5 x 8.25 CS
012R x 22.5H (16)	22.5 x 8.25 CS	11.00 x 20G (14)	20 x 8.0 CS

Rear Tire Tread "Flex" Option Chart

TUBE TYPE	7000 SERIES		8000 SERIES	
	GROUP IV	ON/OFF GROUP V	GROUP IV	ON/OFF GROUP V
8.25 x 20E (10PR)	X	X	-	-
9.00 x 20E (10PR)	X	X	X	X
9.00 x 20F (12PR)	X	X	X	X
10.00 x 20F (12PR)	X	X	X	X
11.00 x 20F (12PR)	-	-	X	X
11.00 x 20G (14PR)	-	-	X	X
TUBELESS TYPE				
9.00 x 22.5E (10PR)	X	-	-	-
TUBELESS TYPE RADIAL				
011R x 22.5G (14PR)	X	X	X	X
275R x 22.5G (14PR)	-	-	X	-
012R x 22.5H (16PR)	-	-	-	-
015R x 22.5J (18PR)	-	-	-	-
011R x 24.5G (14PR)	-	-	X	X
275R x 24.5G (14PR)	-	-	X	-

Notable Work-Ready Equipment Features

Work-Ready L-Series trucks are well-equipped with the kind of notable features you'd expect to find in a Ford—America's Medium truck leader for over 25 years.

- R.H. Sun Visor
- Cigar Lighter
- Bright Mirrors
- H.D. Alternator—60 Amp Minimum
- H.D. Battery—Over Standard
- Tinted Glass, All-Around
- Bright Grille
- H.D. Rear Brakes
- Map Pocket L.H.
- AM Radio
- Tow Hooks (Dumps and Packers)
- H.D. Rear Springs, For Axle Selected 1-Step Upgrade
- Rockwell Rear Axles

Work-Ready Investments In Value

When It's Time To Work—Be Work-Ready!

Work-Ready trucks are designed to work when you are. They're investments in value. Values like Ford Diesel, Pre-engineering, Fast Delivery, "Flex" Options, Extended Service Coverage, and the Ford Performance Pledge. Values that can add up to lower operating costs and improved overall performance.

When it's time to work—be Work-Ready!

Set-Back Front Axle Leadership

A Practical Solution For 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-8000, for single and tandem axle applications.

A Decade And A Half Of Set-Back Front Axle Experience

Ford is no newcomer to set-back axle technology. We've been in the business for a decade and a half—since we introduced the Louisville Line in the

early 1970's. Take advantage of our manufacturing experience. Go with a proven design.

Load 1,000 Pounds More On The Front Axle

The LS/LTS axle is set back 19 inches compared to the standard L-8000 Series axle, allowing 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-8000 set-back carries up to 1,000 more pounds on the front axle than a comparable

L-8000 model. The LS-8000 loads up to 700 pounds more on the front axle than the LN-8000.

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 for increased maneuverability.

The 37° wheel-cut angle (LS/LTS w/12,000 pound front axle) and 51.2' turning diameter provide outstanding maneuverability around loading docks and narrow city streets.



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 the Ford Diesel engine. It's Rockwell rear axles, Eaton transmissions, Racor fuel-water separators and Bendix air compressors.

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 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.



Racor or Ford Fuel-water Separator

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

Bendix Air Compressors

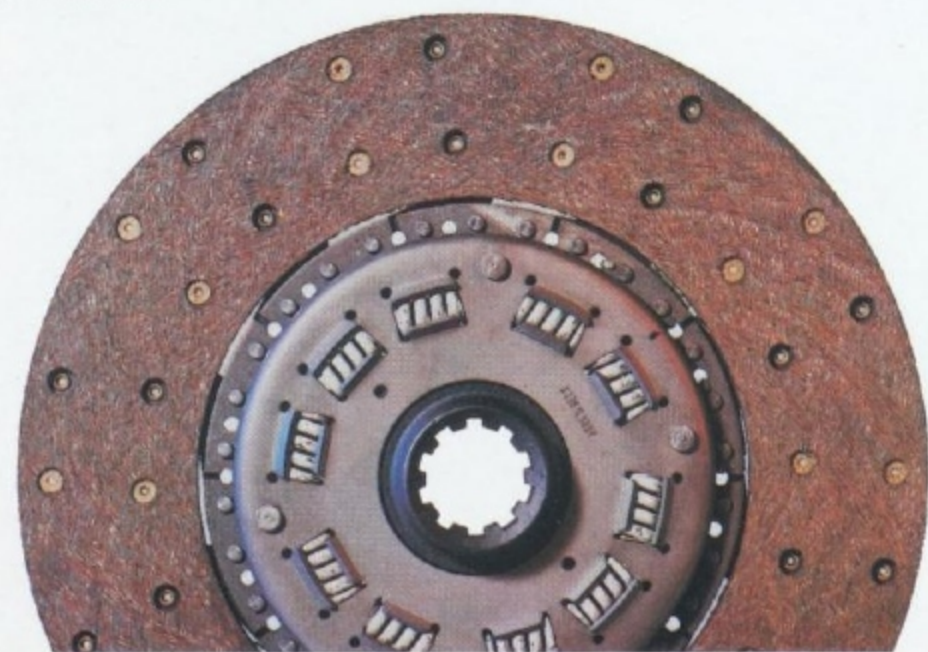
- High-output rating for rapid pressure build-up.
- Dual-cylinder, water-cooled design, with a minimum of moving parts.

Eaton Fan Clutches

- Controlled fan speed for reduced noise.
- Reduces parasitic horsepower losses for improved fuel economy.
- Increases wheel horsepower and fan belt life.
- Automatic, self-contained and compact for economy of operation.

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.

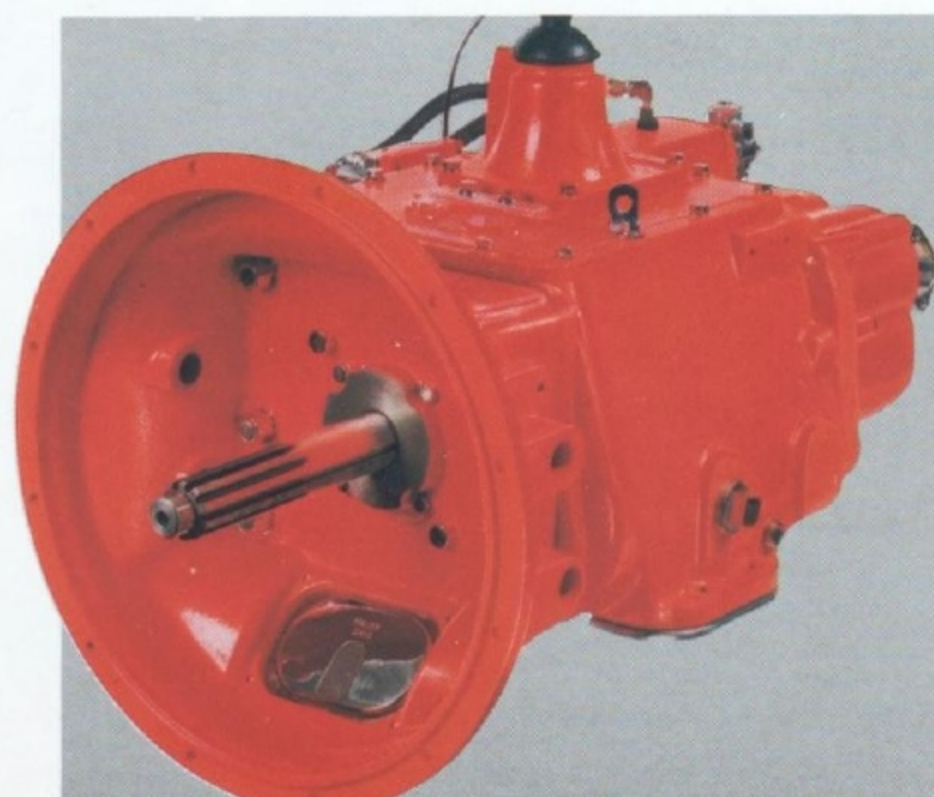


ZF Power Steering Pumps

- The Ford Diesel employs a direct drive pump with a remote reservoir with filter.
- Direct drive prevents slippage and enhances efficiency.
- Radial design permits compact configuration and saves underhood space.
- Low noise level for quiet operation.

Eaton Transmissions

- Standard 5-speed direct; optional 5- and 6-speed direct.
- Helical constant mesh gears for quiet operation.
- Split-pin synchronizers for smooth shifting.
- All mainshaft gears have needle bearings for high load capacity.



New Technology For 1988

Bendix S-Cam Air Brakes

Standard on all single axle L-Series models, Bendix S-Cam air brakes feature:

- An efficient S-Cam design for excellent mechanical efficiency with a minimum of moving parts.
- Double-web brake shoes provide a secure fit over cam rollers and anchor pins. Simple spring tension holds the shoes in place, making for quick and easy system servicing.
- Special wear indicator grooves on $\frac{3}{4}$ " tapered lining blocks allow for positive indication of wear; and 16-gauge stamped dust shields have easy-to-see inspection ports for routine lining checks.



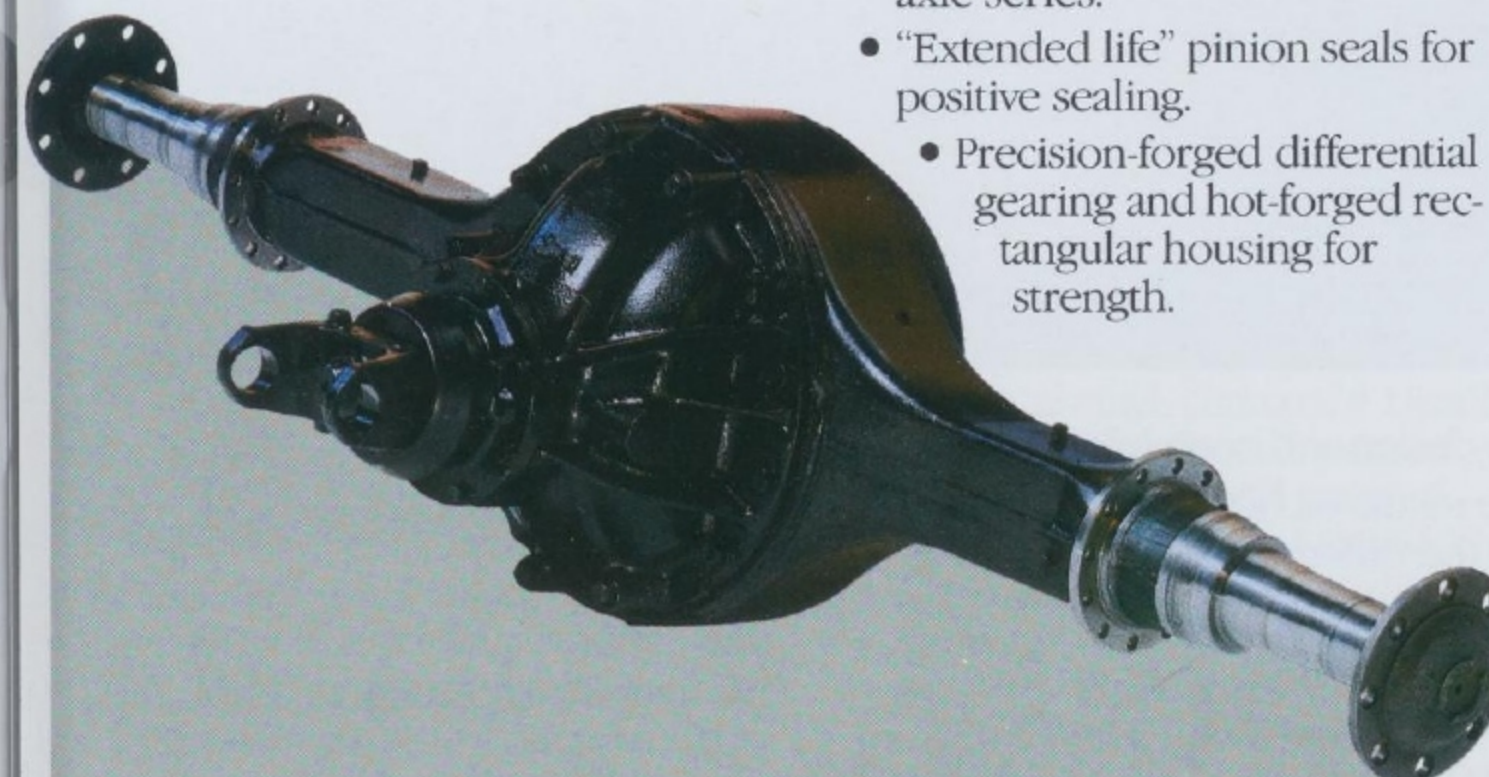
Bendix Air Dryers*

- 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

- 17,500–23,000 lb. rating in single-axle series.
- "Extended life" pinion seals for positive sealing.
- Precision-forged differential gearing and hot-forged rectangular housing for strength.



LN-7000

With the addition of the new LN-7000 the L-Series becomes increasingly more flexible within the 30,000/60,000 GVW/GCWR range. Notable LN-7000 specifications include:

- Ford Diesel power: standard 170 HP; optional 185/210/215 HP.
- Standard 7,000 pound front axle; optional 9,000 pounds. Standard 17,500 pound Rockwell RS-17-140 rear axle; maximum optional 21,000 pound Rockwell 2-speed RS-21-230.
- Maximum standard 538,000 pound RBM frame; maximum optional 1,749,000 pounds.

Spicer Driveline

- Two-zerk U-joints, for fast, simple maintenance.
- Glidecote splines for reduced friction, extended life.
- Weight-saving half-round end yokes, with quick-disconnect feature for fast, easy servicing.
- Hardened hubs for extended transmission and rear-axle seal life.
- Rugged crowned bearing-race ID to distribute load evenly under varying angles for extended life.
- Long-life, heat-resistant trunnion seals to keep out contaminants and maintain effective lubrication at all speeds.

Comfort And Convenience Begin Before You Take The Wheel



It's Called Human Engineering

L-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

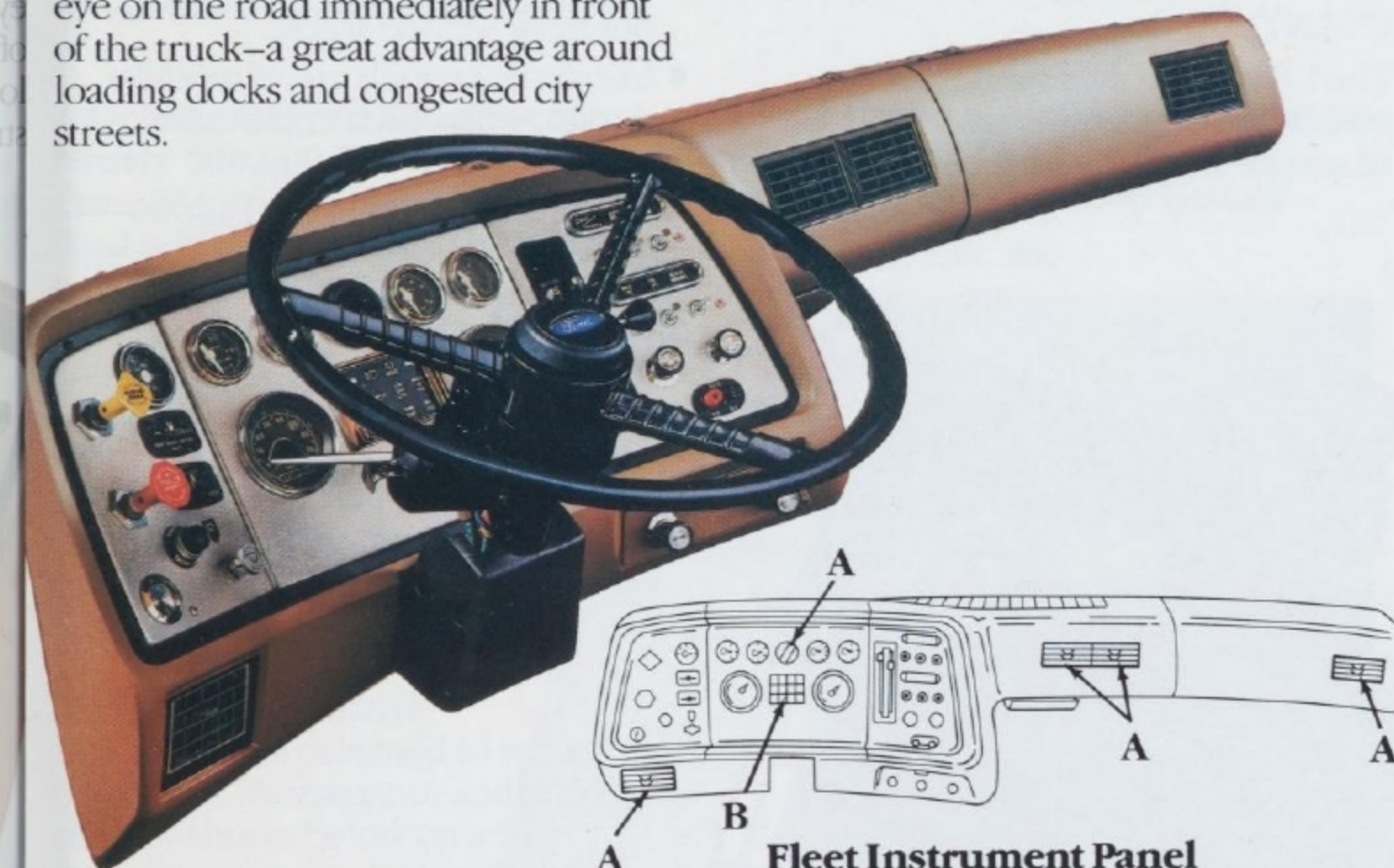
needed to operate his truck, while improving operating efficiency and reducing fatigue. For example, L-Series instrument panels—plus the optional adjustable steering column—provide ample "belly" and knee clearance for behind-the-wheel comfort.

23.2 Sq. Ft. Cab Glass Area

Nowhere is the idea of human engineering more clearly seen than in the L-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 congested city streets.

Keeping your eye on the road also means the open road, where you spend most of your time. The L-Series windshield wipers clear a big 79% of the windshield area for good visibility in rain and snow.



Easy-Read Gauges

The instruments are easy to see and read. Critical gauges are located in the center of the panel, minimizing driver distraction. A sweeping glance is all that's required for a systems check. New warning lights are clustered for compact recognition and contain provisions for simple after-market installation of additional monitors such as "water in fuel" or "door ajar."

Fleet Instrument Panel

- A. 5 climate control registers
- B. Warning light module

Standard Cab (Not Shown)

- Assist handles, bright, dual inside
- Arm rests, both doors
- Ash receptacle
- Coat hook
- Dome light
- Double yoke safety door latches
- Dual door-mounted grab bars—bright aluminum
- Heater and defroster, fresh air, high output
- All weather ventilation
- Emergency lamp flasher
- Sun visors, dual vinyl, charcoal
- Headlining, charcoal hardboard, painted rubber
- Floor mat, black vinyl covered rubber
- HD black vinyl full-width seat
- Foam-padded seat cushions
- Safety belts—LH, center, and RH
- Cab-back insulation
- City delivery instrument panel w/removable air pac
- Parking brake on/off control.

Electronic Stereo Radio

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

Custom Interior Trim (Not Shown)

Custom Interior Trim includes (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 • Cigarette lighter • Door trim panels, padded vinyl w/painted map pockets • Floor mat, chestnut vinyl covered rubber • Cab back panel insulation • Switch, LH door-operated dome light • Glove box, under seat • Seat trim—chestnut vinyl w/Polyknit inserts.

Custom Hi-Level Interior Trim (Shown Opposite Page)

Custom Hi-Level Interior Trim* includes (in addition to or in place of Custom features): • 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 • Cowl panels—18 oz. black carpet • Dash—30 oz. carpet, black w/1/2" needled nylon backing • Headlining—Polyknit/vinyl/ w/foam backing • Dual map pockets—w/18 oz. carpet covers • Door trim panels—fully padded • 21" sport steering wheel • Bright accent bars—door panels • Vinyl covered windshield pillars and header bar • Lower cab back panel—18 oz. carpet • Upper cab back panel—vinyl covered • Radio prep package • Auxiliary floor mats—dual, black.

*Requires individual driver & passenger seats.

See It For Yourself

Comfort and Convenience. Great all-around visibility. Easy to read instrumentation. Ample choice of tough, good looking interiors. That's the L-Series. Don't take our word for it. Drop in on your nearest Ford Dealer. See it for yourself.

Easy To Service

57° Tilt Hood And Fender Assembly

Downtime is wasted time. And income lost. The L-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.

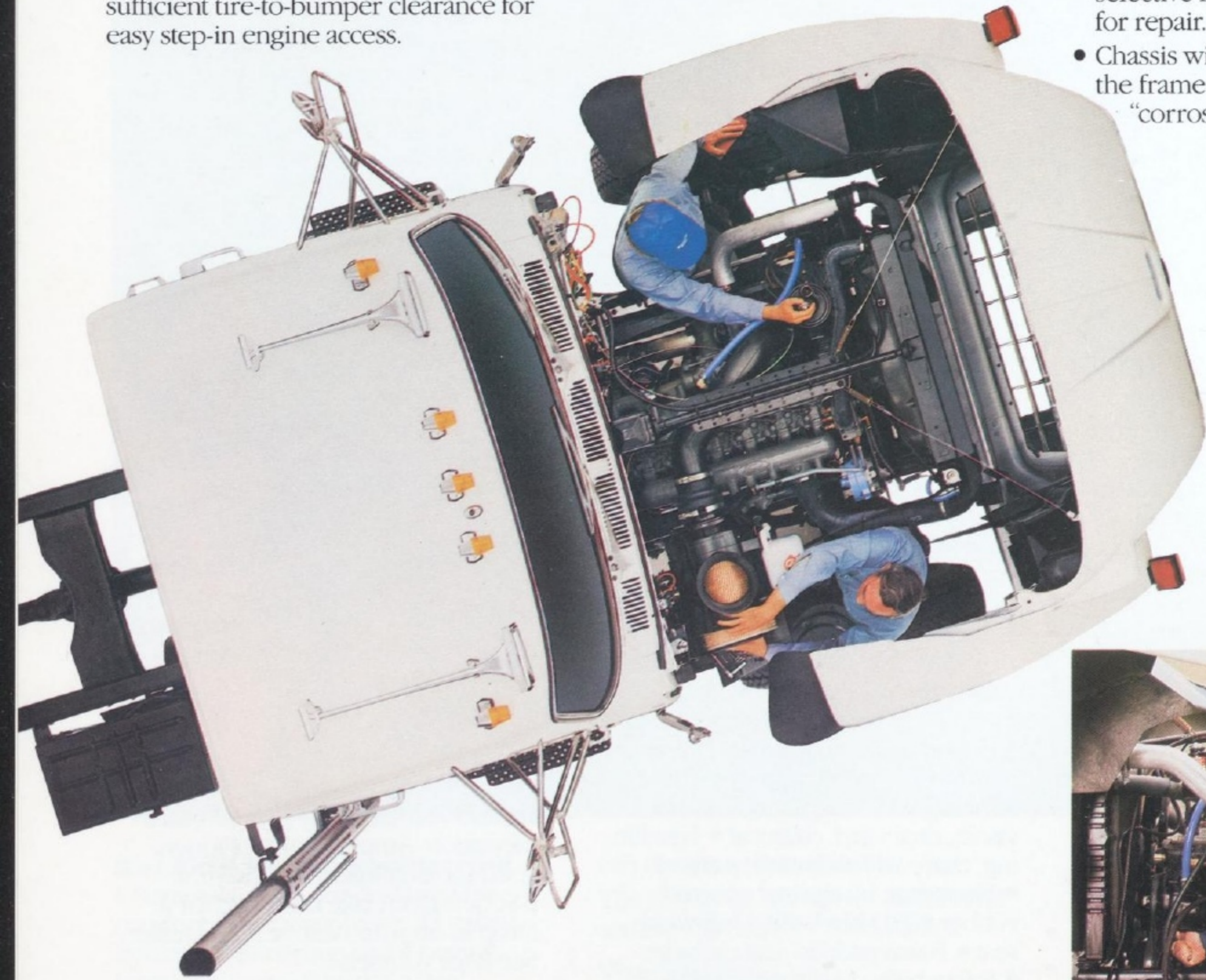
Time is spent performing necessary maintenance, not unnecessary motion.

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-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.
- Instrument panels are of modular design, with 76 fewer parts, for service ease.
- 3-piece instrument panel allows selective removal of panel sections for repair.
- Chassis wiring is routed high on the frame rails and away from the "corrosion gutter."



Keeping Your Truck On The Road And You In Business

L-7000/8000 Series Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle	12	Unlimited	No Charge	No Charge
Engine*	—	—	—	—
Drivetrain	24	Unlimited	No Charge	No Charge
Frame	60	Unlimited	No Charge	No Charge
Cab Corrosion†	60	Unlimited	No Charge	No Charge

*See page 10 for engine warranties. †Includes cab structure.

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

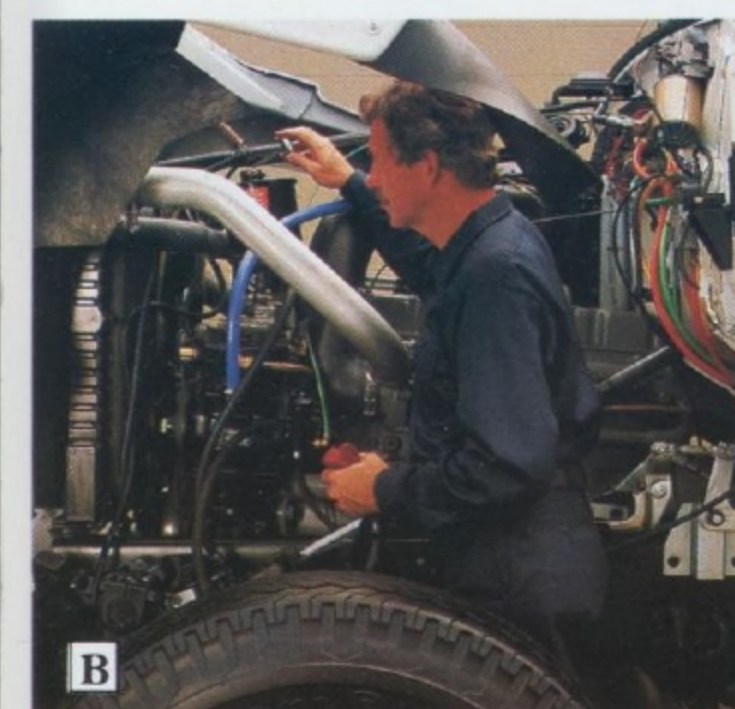
Ford sold almost 500,000 heavy trucks in the 10-year period preceding July, 1985. As you can see from the accompanying chart, over 354,000 of these trucks are still on the road. In other words, over 71% of Ford big trucks (Classes 6 and 7) sold during that period are still on the job.

That's bottom line results. That's Ford Tough!

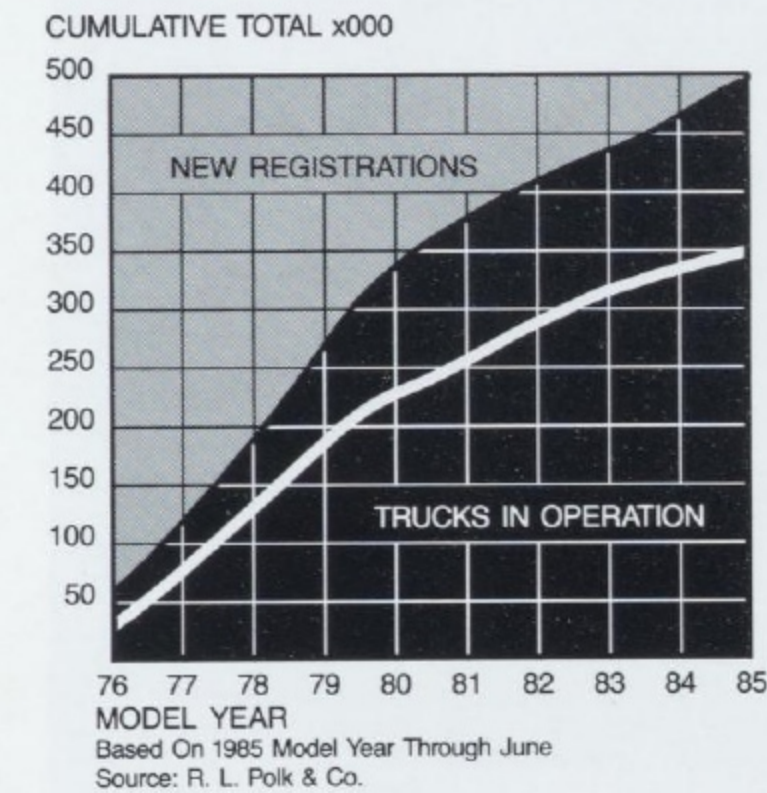
Reduced Downtime

The L-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:

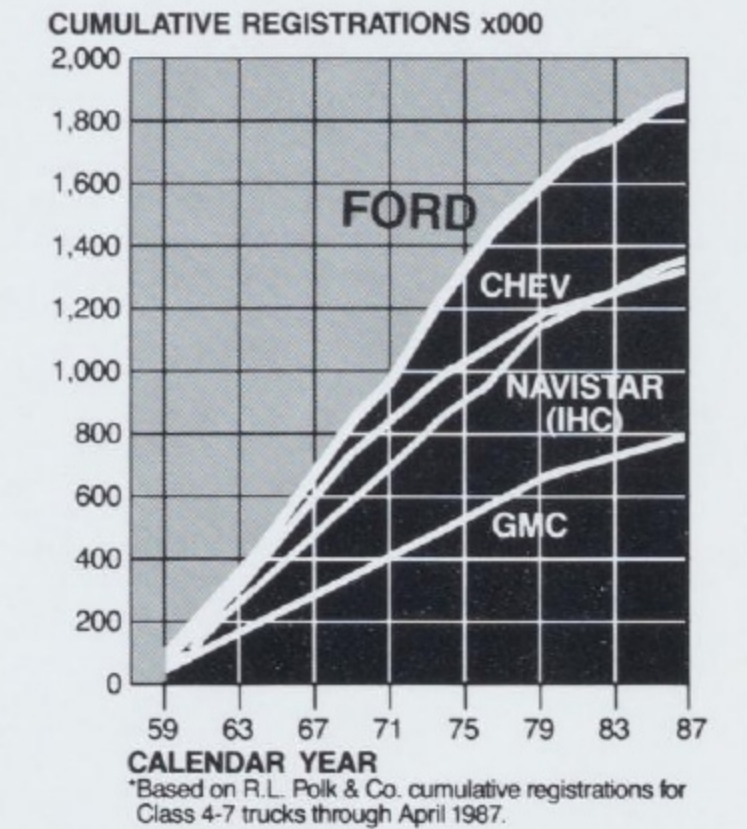
- (A) belt adjustment (B) fluid systems (C) air filter replacement and (D) oil level.



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 L-Series truck with a network of parts and service centers supporting over 250

Ford Heavy Truck Dealers nationwide—and nearly 600 Ford Dealers nationwide who are Ford-Diesel certified.

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



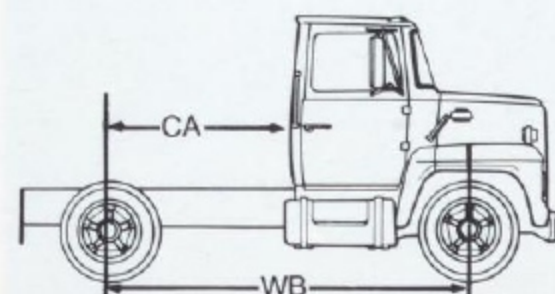
Ford L-7000/8000 Series Specifications

SERIES	SINGLE AXLE SERIES		TANDEM AXLE SERIES	SET-BACK FRONT AXLE	
	LN-7000	L- & LN-8000	LT- & LNT-8000	SINGLE LS-8000	TANDEM LTS-8000
GVW Rating (lb.)	Max. 30,000	35,000	64,000	39,000	66,000
GCW Rating (lb.)	Max. 60,000	70,000	80,000	70,000	80,000
AXLE, FRONT Max. Rating (lb.)	Std. 7,000	7,000	9,000	9,000	9,000
	Max. Opt. 9,000	16,000*	18,000	16,000	20,000
AXLE, REAR Max. Rating (lb.)	Std. 17,500	21,000	34,000	21,000	34,000
	Max. Opt. 21,000	30,000*	46,000	30,000*	46,000
BRAKES, SERVICE SPLIT SYSTEM	Std. Split Hydraulic	Air	Air	Air	Air
	Opt. Hydraulic; H.D. Hydraulic; Air	Split Hydraulic; H.D. Hydraulic	Twin Piston, Power Disc	Twin Piston, Power Disc	Twin Piston, Power Disc
BRAKES, PARKING	Std. Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type
ENGINE	Std. Ford Diesel 170 hp	Ford Diesel 185 hp**	Ford Diesel 210 hp	Ford Diesel 185 hp**	Ford Diesel 210 hp
	Opt. Ford Diesel 185**/210/215	Ford Diesel 210/215/240 hp Cat. 3208-T 175/215 hp	Ford Diesel 215/240 hp Cat. 3208-T 215 hp	Ford Diesel 210/215/240 hp Cat. 3208-T 175/215 hp	Ford Diesel 215/240 hp Cat. 3208-T 215 hp
CLUTCH (Dia. in.)	Std. 13-1 plate	14-1 plate†	14-2 plate	14-1 plate†	14-2 plate
TRANSMISSION Direct 5-speed trans. available with wide or close ratio	Std. 5-speed	5-speed	5-speed	5-speed	5-speed
	Opt. 5-speed 6-speed 10-speed 4-spd. auto 5-spd. auto	5-speed 6-speed 10-speed 4-spd. auto 5-spd. auto	5-speed 6-speed 10-speed 13-speed 4-spd. auto 5-spd. auto	5-speed 6-speed 10-speed 4-spd. auto 5-spd. auto	5-speed 6-speed 10-speed 13-speed 4-spd. auto 5-spd. auto
FRAME RBM = Yield Strength X SM	Max. Std. 10.76 SM 538,000 RBM	10.76 SM 538,000 RBM	10.76 SM 1,183,600 RBM	10.76 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM
	Max. Opt. 15.9 SM 1,749,000 RBM	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 @ ground (lb.)	Std. 9,000	9,000	9,000	9,000	11,000
	Max. Opt. 9,000 (Soft Deflection)	16,000*	20,000*	16,000	20,000
SUSPENSION, REAR Combined capacity @ ground (lb.)	Std. 17,500	17,500	34,000	17,500	34,000
	Max. Opt. 23,000	24,500†	46,000	24,500†	46,000
AUXILIARY SPRINGS	Std. 4,500	4,500	—	4,500	—
POWER STEERING	Standard	Standard	Standard	Standard	Standard
WHEELS	Std. Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt. 10-Hole Disc*	10-Hole Disc*	10-Hole Disc*	10-Hole Disc*	10-Hole Disc*
TIRES	Std. 8.25x20E	9.00x20E	9.00x20E	9.00x20E	9.00x20E
	Max. Opt.	See your Ford Dealer			

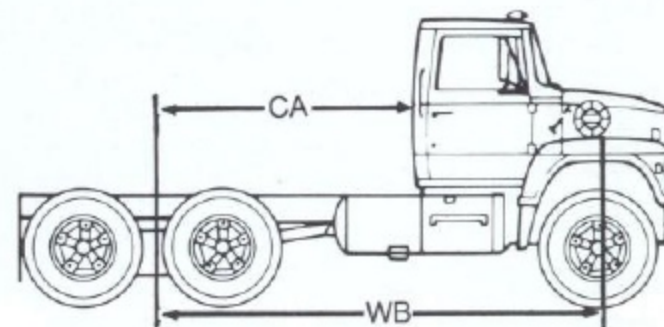
*Special order option. **Not available in California. †2-plate with Cat. engine. ‡Includes reinforcements. ††Not available for tractor. *Steel, aluminum or polished aluminum.

LN-7000 94.4" BBC

WB	138"	150"	162"	174"	186"	204"	222"
CA	72"	84"	96"	108"	120"	138"	156"

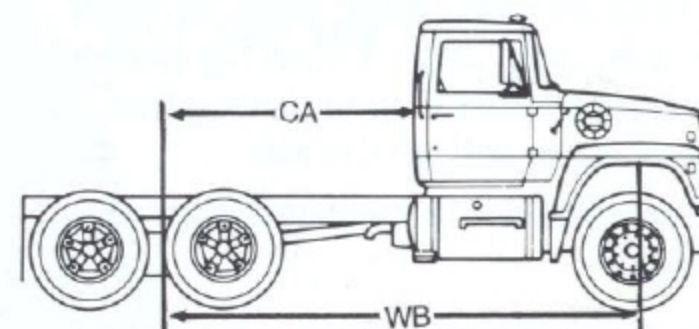


Dimensions



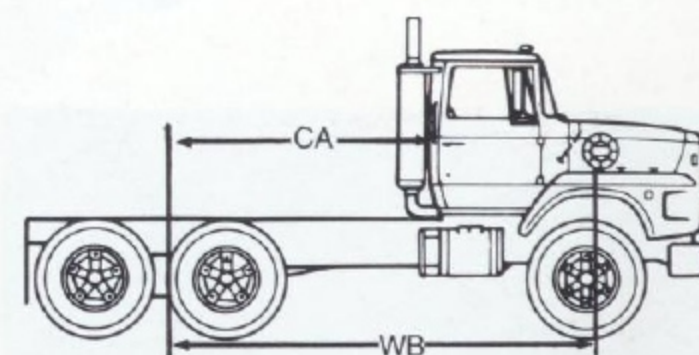
LN/LNT-8000 94.4" BBC

WB	138"	150"	162"	174"	186"	204"	222"
CA	72"	84"	96"	108"	120"	138"	156"
LN-8000	X	X	X	X	X	X	X
LNT-8000	—	X	X	X	X	X	X



L/LT-8000 106.4" BBC

WB	138"	150"	162"	174"	186"	204"	222"
CA	60"	72"	84"	96"	108"	126"	144"
L-8000	X	X	X	X	X	X	X
LT-8000	—	X	X	X	X	X	X



LS/LTS-8000 106.3" BBC

WB	143"	155"	167"	185"	203"
CA	84"	96"	108"	126"	144"
LS-8000	X	X	X	X	X
LTS-8000	X	X	X	X	X

Chassis Optional Equipment

- Aluminum front bumper
- Aluminum 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
- Silicone hose package
- Scotseal Plus 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*
- Adjustable steering column

Cab Optional Equipment

- Air conditioning (includes high output heater and tinted glass all around)
- Air-powered windshield wipers (air-equipped models)
- Bright grille surround molding
- Bright windshield molding (standard cab)
- Fleet instrument 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 1ST (367-3178)* for information concerning L-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-7000/8000

TRUCK OPERATIONS

