



# LTL-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 LTL-9000 An Investment In Value



### Ford LTL-9000 Averages 6.58 mpg In 3,500 Mile "All American Challenge"

The results are in. The Ford LTL-9000 averaged 6.58 mpg (the high was 8.91 and the low 5.79) in the 3,500 mile "All American Challenge" road run from Anaheim to Philadelphia, held during July, 1987.

To net its mileage figure, the LTL was spec'd with a Cummins NTC (OA) 444 hp diesel, a 60-inch AeroBullet Sleeper and a fuel-economy drive-train. (See page 15 for details.)

Year after year our Class 8 story keeps getting better. Drop in on a Ford Dealer. Drive an LTL-9000. Find out for yourself what trucking Ford style is all about.

### Premium Diesel Performance

The LTL-9000 Series is packed with a premium power engine lineup from the Caterpillar 3406B (ATAAC) Series, the Cummins L-10 (OA) Series and Big Cam IV (OA)—all featuring After-cooling systems, for enhanced combustion efficiency and reduced emissions. Choose from a broad range of ratings from 270 to 444 horsepower.

### LTL Versatility

Whether it's the tandem LTL-9000 or the single axle LL-9000 this Series is right for any business you're in—line haul, construction, livestock, dump, refuse. Ford makes it easy to get the truck that's right for you with our Work-Ready Program. Twenty-two models are available for quick delivery.

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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 production techniques at work.

### 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.

### 200-Ton Press For Perfect Holes

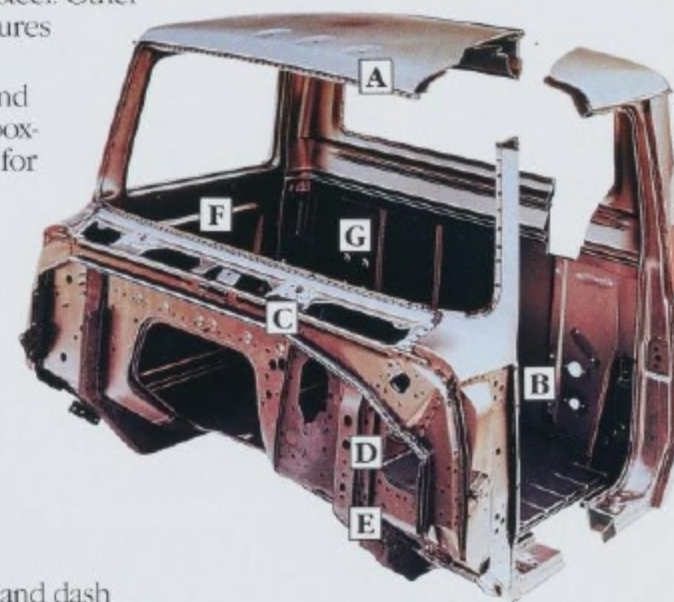
Frame side rails are automatically punched by 200-ton presses with virtually perfect accuracy every time. Holes are the right size and smoothness, and the adjacent metal is not damaged or weakened. The design strength of the frame rails is completely retained.

### Built Ford Tough—More Than A Slogan

New for 1988, all exterior sheet metal on the LTL-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 LTL-9000 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 a 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**  
LTL-9000 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

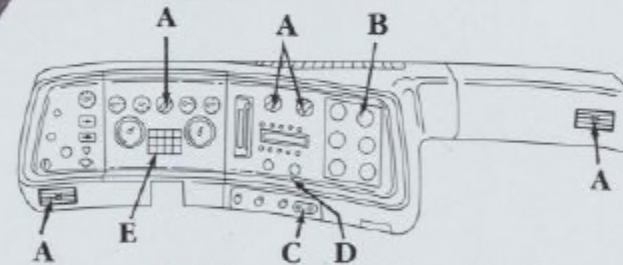
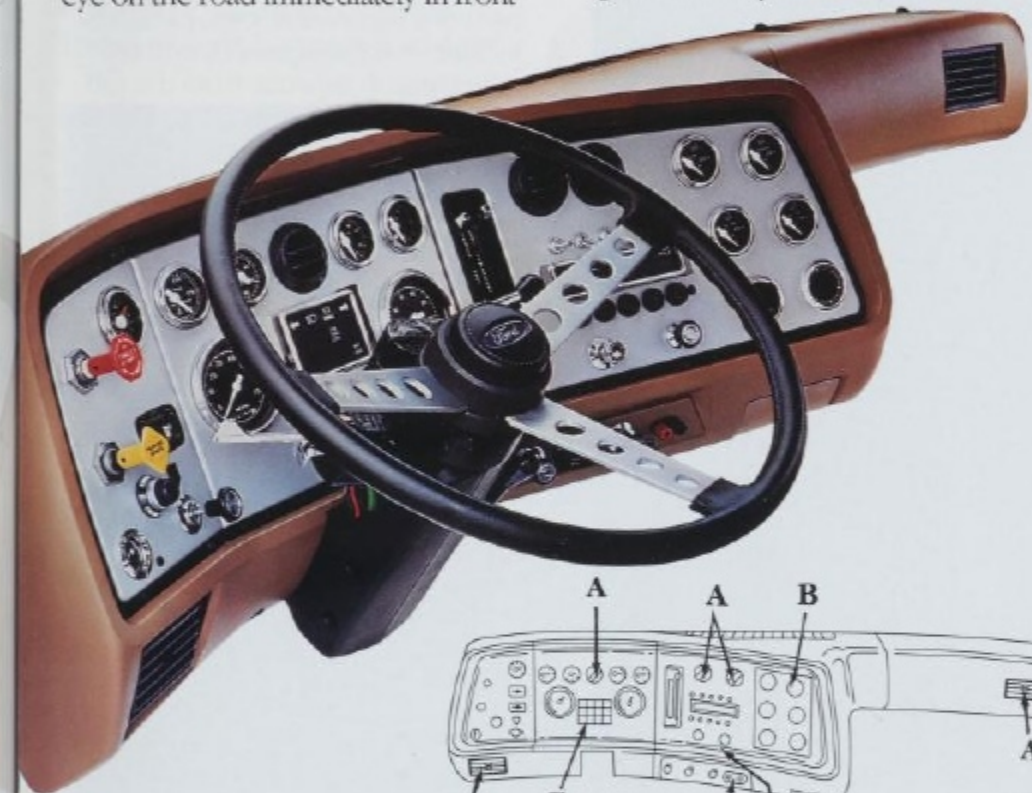
conveniently reach everything needed to operate his truck, while improving operating efficiency and reducing fatigue. For example, LTL-9000 instrument panels provide ample "belly" and knee clearance for behind-the-wheel comfort.

**23.2 Sq. Ft. Cab Glass Area**  
Nowhere is the idea of human engineering more clearly seen than in the LTL-9000's 23.2 square foot 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 LTL-9000 windshield wipers clear a big **79%** of the windshield area for good visibility in rain and snow.



### Full Instrumentation Panel

- A. 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



### Standard Cab (Not Shown)

Standard features include: • Assist handles, bright, dual inside • National Cush-N-Aire driver seat, charcoal breathable knitted vinyl • Arm rests, both doors • Ash receptacle • Coat

hook • Combination dome/reading light • Double yoke safety door latches • Dual door-mounted grab bars—bright aluminum • Heater and defroster, fresh air • All-weather ventilation • Emergency lamp flasher • Sun visors, dual vinyl, charcoal • Headlining, charcoal hardboard, painted • Floor mat, black vinyl covered rubber • Foam-padded seat cushions • Safety belts—LH • Cab-back insulation • Fleet panel w/removable air pac • Parking brake on/off control.

### 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/Poly-knit inserts.

### Custom Hi-Level Interior Trim (Shown Opposite Page)

Custom Hi-Level Interior Trim includes (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 • 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 and header bar • Lower cab back panel—18 oz. carpet • Upper cab back panel—vinyl covered • Radio prep package • Auxiliary floor mats—dual black.



## The Penthouse Sleeper-- A Room At The Top



### Put The Road Behind You

Whether you are stopping for the night, or lying over for the weekend, when it's time to put the road behind you, take advantage of the ultimate in Ford luxury—the Penthouse Sleeper. A room at the top.

Relax in style. When not in use, the upper bunk swings down to form the back of a luxury sofa. Other features include: • Radio speakers with volume controls separate from the cab • Air conditioning and heater with individual controls • Two Penthouse windows with tinted safety glass and individual, blackout curtains • Refrigerator • Full-length closet • Walk-through entry • All this and more.

### Penthouse "Studio" Features

Available with Custom Interior cab trim only. The Penthouse Sleeper measures 86" height x 86" width x 60" depth. "Studio" features include: • R/H exit door w/polished aluminum grab handle • 2 luggage compartments w/polished stainless steel door locks and automatic convenience lights • Walk-through entryway • Double layer vinyl privacy curtain with 2 zippers • One-piece, handsewn, contoured, padded boot with carpeted bottom • Custom Interior Trim • Wall-to-wall carpeting • Single bunk w/36" x 78" x 6" mattress • Roof-mounted power ventilator • Separate heater core, blower and controls • Dome light • 2 high-intensity reading lights • Full-length clothes closet with 11" chrome hanger bar • Magazine storage area • 2 utility shelves w/side rails • 3-drawer dresser • Radio speakers w/volume control • 4 12-volt DC power outlets • 8 recessed marker lights (4 per side).

### Penthouse "Hi-Level" Features

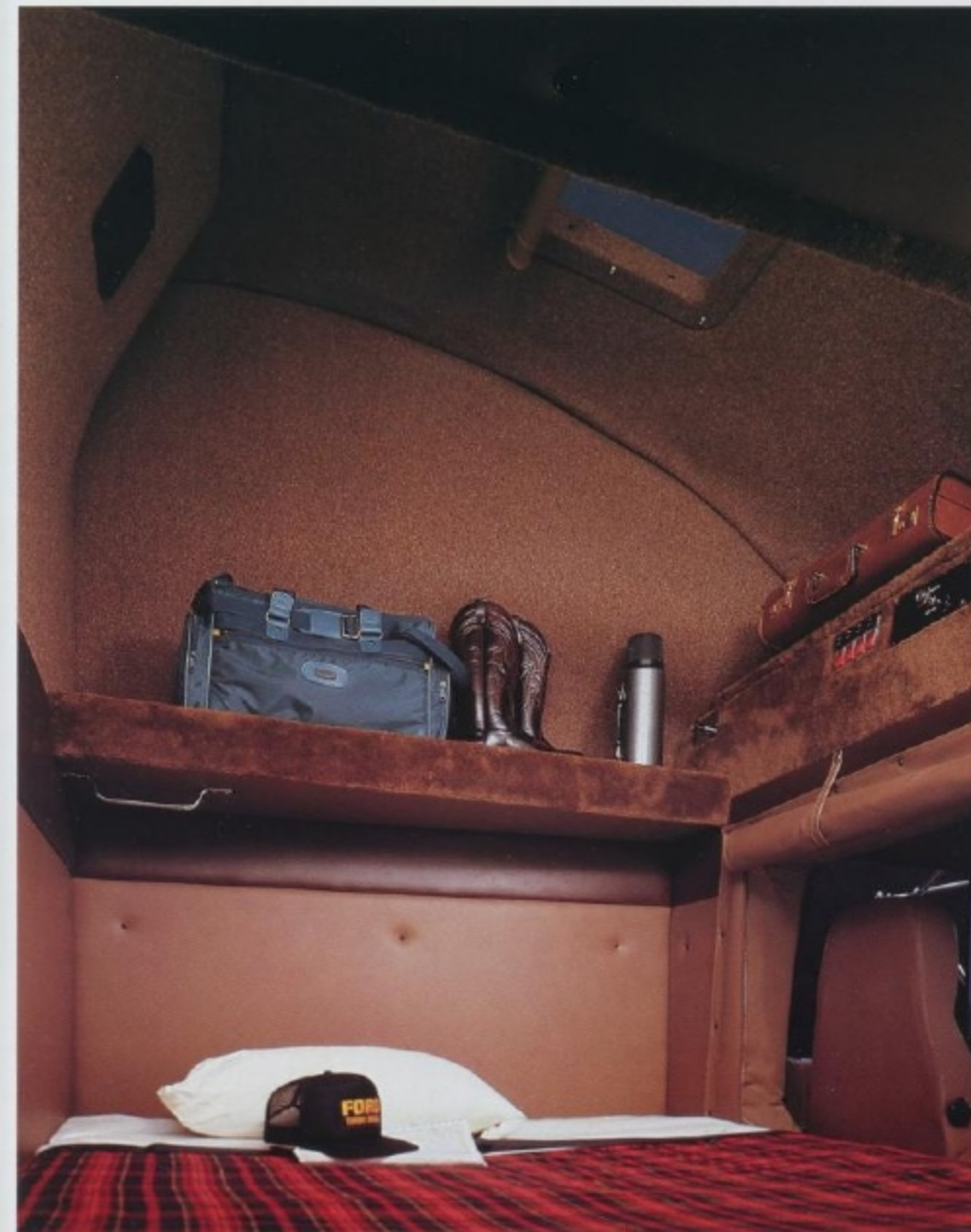
Available with Custom Hi-Level or Dual Hi-Level cab trim only. "High-Level" Penthouse features include (in addition to "Studio" features): • Polished aluminum steps, right side • Carpeted luggage compartment floors • Hi-Level Interior Trim • 2 dual high-intensity reading lights • Dual roof-mounted power ventilators • Closet curtain • Fold-down

upper bunk w/33" x 74" x 6" mattress\* • Full-width overhead storage compartment • 2 under-bunk storage drawers • Digital alarm clock • Lighted vanity mirror • 1½ cubic foot refrigerator\* • Rear-mounted assist handles.

\*May be deleted for credit.

### Penthouse Optional Equipment

• Air conditioning condenser and individual controls (with cab air conditioning only).



### Flat-Top And Standard Sleepers

If the Penthouse or AeroBullet Sleepers don't fit your needs, Ford offers three other sleeper options: the 60-inch Flat-Top and the 34- and 42-inch Standard Models, all with impressive features and options, all quality-crafted for value and comfort:

- Specially formed steel base unitized to a heavy-duty, extruded aluminum framework
- Cast-aluminum corners 100% welded-in for strength and rigidity
- Lightweight, no-rust aluminum skin
- Positive-sealing doors with extruded neoprene weather stripping
- 2-inch thick fiberglass insulation.

### NEW for '88—The AeroBullet Sleeper (Shown Left)

A new option for 1988, the 42- and 60-inch AeroBullet integrated sleeper provides more than seven feet of stand-up room. Notable features include:

- "Flexi-bed" option for ample 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 2-inch fiberglass insulation and full under-coating.

In addition, 60-inch sleeper options include:

- 12 volt D.C. cooler
- Single bed with dresser
- Fold-up upper bunk.



# Work-Ready Trucks

**Name Your Job...Chances Are We've Already Built Your Truck**  
You're ready to work. Why buy a truck that isn't? Waiting for your truck to show up costs you time and money. 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.

**22 Models To Choose From**  
Name your job: refuse, dump, beverage, tractor. Chances are there's a Work-Ready truck already built to match your needs. Wheelbase and Cab-Axle dimensions extend to 246"/159". GVW's/GCW's are rated to 82,000 pounds.\* Engines are available to 444 horsepower.

\*138,000 pounds Turnpike rating.

## 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 LTL-9000 units with full parts and labor coverage for 36 months/300,000 miles (except 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,"

### ESC vs. Basic Warranty

Model	Item	Full Parts And Labor For:	
		Basic Warranty	ESC Coverage
LL/LTL-9000	Vehicle	12 Months/ 100,000 Miles	36 Months/ 300,000 Miles
	Engine*	—	—
	Powertrain	36 Months/ 100,000 Miles†	60 Months/ 500,000 Miles

\*Engines are warranted by the manufacturer. †Excludes clutch.

making your unit potentially more valuable at trade-in.

### Work-Ready "Flex" Options

Once you've identified your job requirements, ordering a work-ready LTL-9000 is as easy as circling a code number.

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 LTL-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, Tanker, Refuse and Linehaul 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 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 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 LTL-9000.

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

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

**LTL-9000-848**

**FOR GENERAL PURPOSE TRACTOR**

**Chassis-Cab Specifications (DSO Vehicle)**

01	ESTIMATED CO2/EI:	28	CAB EQUIPMENT (Code 06)
02	CONTOUR NO.	RD	Tractor Cab, Air Ride
03	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4
04	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4
05	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4
06	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4
07	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4
08	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4
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97	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4
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99	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4
100	AXLE FRAME:	SE	Medium Wheelbase, Lighted & Heated Air, Corrosion Resistant, 4x4

- Front, Rear and Total Chassis Weights with indicated specifications.
- Weight Distribution.
- Drivetrain Performance.

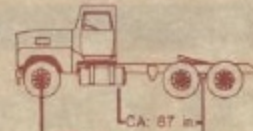
- Suggested body type, length or capacity. Tractors are labeled as such.





# LTL-9000-841

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 16,000 lb.  
Rear GAWR: 38,000 lb.  
Total GCWR: 62,000 lb.

**CHASSIS WEIGHT**  
Front: 9,205 lb.  
Rear: 8,242 lb.  
Total: 17,547 lb.

**PERFORMANCE DATA**

**BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)**  
Front: 67%  
Rear: 33%

**DRIVETRAIN PERFORMANCE**  
Gradeability: 47%  
Geared Speed: 63 MPH  
Total Reduction: 57:1

Chassis-Cab Specifications (DSO Vehicle)			
08	EXTERIOR COLOR: Candyapple Red (Std.)	25	CAB EQUIPMENT: (Cont'd) Steering Column, Adjustable
10	AXLE, FRONT: 15,000 lb.	27	ELECTRICAL: Alternator, 90 Amp (1350 Watt) Motorcraft; Battery, Motorcraft Maintenance Free, 12 Volt (Four) 93 Amp Hr. (625CCA)
11	AXLE, REAR: Rockwell S3HD (4.56) 46,000 lb.	30	ENGINE: Caterpillar 3406B (ATAAC) (425 HP @ 2100 RPM)
13	AXLE EQUIPMENT: Magnetic Trip Drain Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Seals, Wet-Type, Front	36	ENGINE EQUIPMENT: Clutch, 15 1/2" 2-Plate Ceramic (Std.) Single Vertical Muffler and Pipe, RH (Std.) Oil Filter, Lubricator w/Level Gauge Cold Start Aid, Ether
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Cam Type 15" x 6" (Std.) Rear, Cam Type 16 1/2" x 7" (Std.)	37	ENGINE EQUIPMENT: (Cont'd) Throttle, Hand Control Vernier Type Silicone Hose Plug
19	BRAKE EQUIPMENT: Air Compressor, 15.5 CFM Air Parking Brake-Maxi Air Dryer, Anchorlok Heated Moisture Ejectors, Auto	40	FRAME: 30.9 SM-110,000 PSI Double Channel, Bolted
22	CAB: Conventional Cab (Std.) Trim Color, Charcoal Polyurethane (Inc.) Custom, Interior Seat, Bottom Air-715E Lo-Back, Air Susp Driver and Passenger	43	FUEL TANK: Dual 95 Gallon, LH & RH Cylindrical Aluminum
23	CAB EQUIPMENT: Dual Assist Handles (Std.) Windshield Wipers, Bright Grille, Bright	47	SUSPENSION, FRONT: 15,000 lb. (Std.)
24	CAB EQUIPMENT: (Cont'd) Mirrors, Dual Air Cab Lights, Eight Rectangular, Dietz Air Conditioner, Integral w/Heater Gauge, Engine Oil Temp. Gauge, Rear Axle Lube Temp. Warning Light, High Engine Oil Temp.	47	SUSPENSION, REAR: Hendrickson RT-440 (Inc.) 44,000 lb. Bronze End S. Cr. Bushings
25	CAB EQUIPMENT: (Cont'd) Tinted Glass, All (Inc.) Mirrors, Western S.S. w/Aux. Convex Windshield Wipers, Air Radio, AM	50/51	TIRES: Front (2) 15.0x22.5H (16PR) Hwy Rear (8) 011R24.5G (14PR) Super Hwy Dr. Wht. (Grip, IV)
		50/51	WHEELS: Front (2) 22 5/8 x 2.25 Cast Spoke Rear (8) 22.5x8.25 Cast Spoke
		56	TRANSMISSION: Fuller RTO-14613, 13-Speed Overdrive
		60	MISCELLANEOUS: Tow Hooks, Front Tractor Package, 12" Air & Electric Lines

# LTL-9000-848

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.  
Rear GAWR: 38,000 lb.  
Total GCWR: 62,000 lb.

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

**PERFORMANCE DATA**

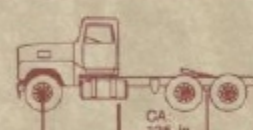
**BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)**  
Front: 31%  
Rear: 69%

**DRIVETRAIN PERFORMANCE**  
Gradeability: 31%  
Geared Speed: 82 MPH  
Total Reduction: 47:1

Chassis-Cab Specifications (DSO Vehicle)			
08	EXTERIOR COLOR: Candyapple Red	25	CAB EQUIPMENT: (Cont'd) Tinted Glass, All (Inc.) Mirrors, Western S.S., Lighted & Heated Aux. Convex Windshield Wipers, Air Radio, AM/PM w/Cassette Instrument Panel, Linerhaul Full Instrumentation Steering Column, Adjustable
10	AXLE, FRONT: 12,000 lb. (Std.)	27	ELECTRICAL: Alternator, 90 Amp (1350 Watt) Motorcraft; Battery, Motorcraft Maintenance Free, 12 Volt (Four) 93 Amp Hr. (625CCA)
11	AXLE, REAR: Rockwell SQ (0.73) Ratio (Std.) 40,000 lb.	30	ENGINE: Cummins NTC 400 "BC N" (GA) (400 HP @ 2100 RPM)
13	AXLE EQUIPMENT: Magnetic Trip Drain Plugs (Std.) Power Steering Shock Absorbers, Front Wheel Seals, Wet-Type, Front Greasable Urag Links & Tie Rods	36	ENGINE EQUIPMENT: Clutch, 15 1/2" 2-Plate Ceramic (Std.) Self-Adjusting Dual Exhaust, Horizontal Mufflers and Dual Bright Vertical Outlets Exhaust Rain Caps, Dual Bright Cold Start Aid, Ether
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Cam Type 15" x 4" (Std.) Rear, Cam Type 16 1/2" x 7" (Std.) Centrifuge Brake Drums, Front Centrifuge Brake Drums, Rear	37	ENGINE EQUIPMENT: (Cont'd) Silicone Hose Package Throttle, Hand Control Vernier Type
19	BRAKE EQUIPMENT: Air Compressor, Bendix 12 CFM Parking Brake, Rear Spring-Set, Maxi Air Dryer, Anchorlok Heated Moisture Ejectors, Auto	40	FRAME: 13.3 SM-110,000 PSI
22	CAB: Conventions Cab (Std.) Dual Hi-Level Trim Plug Trim Color, Charcoal Polyurethane (Inc.) Seat, National Cush-N-Aire H-Back, Air Susp. Driver and Passenger Sleeper Box 42" Air Conditioning, Sweeper	43	FUEL TANK: Dual 120 Gallon, LH & RH Cylindrical Aluminum
23	CAB EQUIPMENT: Dual Assist Handles (Std.) Custom Hi-Level Exterior Trim (Inc.)	47	SUSPENSION, FRONT: 12,000 lb. (Std.)
24	CAB EQUIPMENT: (Cont'd) Cigar Lighter (Inc.) Mirrors, Dual Air, Hedy Rectangular (Inc.) Air Conditioning, Integral w/Heater Gauge, Engine Oil Temp. Gauge, Rear Axle Lube Temp. Gauge, Trans. Oil Temp. Warning Light w/Buzzer, Low Oil Pressure, Low Coolant Level and High Coolant Temp.	47	SUSPENSION, REAR: Neway ARD238-6 w/52" Spread 38,000 lb.
		50/51	TIRES: Front (2) 11R24.5G (14PR) Hwy Rear (8) 11R24.5G (14PR) Super Hwy Dr. Wht. (Grip, IV)
		50/51	WHEELS: Front (2) 24.5x8.25 Polished Aluminum Disc Rear (8) 24.5x8.25 Polished Aluminum Disc
		56	TRANSMISSION: Fuller RTO-14613, 15-Speed Overdrive
		60	MISCELLANEOUS: Tractor Package, Utilized

# LTL-9000-852

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.  
Rear GAWR: 40,000 lb.  
Total GCWR: 62,000 lb.

**CHASSIS WEIGHT**  
Front: 8,402 lb.  
Rear: 6,704 lb.  
Total: 15,106 lb.

**PERFORMANCE DATA**

**BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)**  
Front: 56%  
Rear: 44%

**DRIVETRAIN PERFORMANCE**  
Gradeability: 36%  
Geared Speed: 91 MPH  
Total Reduction: 46:1

Chassis-Cab Specifications (DSO Vehicle)			
08	EXTERIOR COLOR: Pure White (Std.)	25	CAB EQUIPMENT: (Cont'd) Tinted Glass, All (Std.) Mirrors, Western S.S., Lighted & Heated Aux. Convex Windshield Wipers, Air Linerhaul Instrument Panel, Full Instrumentation Radio, AM/PM w/Cassette Steering Column, Adjustable
10	AXLE, FRONT: 12,000 lb. (Std.)	27	ELECTRICAL: Alternator, 90 Amp (1350 Watt) Motorcraft; Battery, Motorcraft Maintenance Free, 12 Volt (Four) 93 Amp Hr. (625CCA)
11	AXLE, REAR: Rockwell SQ 100P (0.73) 40,000 lb.	30	ENGINE: Caterpillar 3406B (ATAAC) (425HP @ 2100 RPM)
13	AXLE EQUIPMENT: Magnetic Trip Drain Plugs (Std.) Power Steering Shock Absorbers, Front Wheel Seals, Wet-Type, Front Wheel Seals, Wet-Type, Rear	36	ENGINE EQUIPMENT: Clutch, 15 1/2" 2-Plate Ceramic (Inc.) Dual Exhaust, Horizontal Mufflers and Dual Bright Vertical Outlets Exhaust Rain Caps, Dual Bright Cold Start Aid, Ether
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Cam Type 15" x 4" (Std.) Rear, Cam Type 16 1/2" x 7" (Std.) Centrifuge Brake Drums, Front Centrifuge Brake Drums, Rear	37	ENGINE EQUIPMENT: (Cont'd) Fan Clutch, Bendix (Std.) Silicone Hose Package Throttle, Hand Control Vernier Type
19	BRAKE EQUIPMENT: Air Compressor, Bendix 12 CFM (Inc.) Parking Brake, Rear Spring-Set, Maxi Air Dryer, Anchorlok Moisture Ejectors, Auto	40	FRAME: 15.9 SM-110,000 PSI All Bolted Assembly
22	CAB: Conventional Cab (Std.) Dual Hi-Level Trim Plug Trim Color, Charcoal Polyurethane (Inc.) Seat, National Cush-N-Aire H-Back, Air Susp. Driver and Passenger	43	FUEL TANK: Dual 120 Gallon, LH & RH Cylindrical Aluminum
23	CAB EQUIPMENT: Dual Assist Handles (Std.) Custom Hi-Level Exterior Trim (Inc.)	47	SUSPENSION, FRONT: 12,000 lb. (Std.)
24	CAB EQUIPMENT: (Cont'd) Cigar Lighter (Inc.) Mirrors, Dual Air, Hedy Rectangular (Inc.) Air Conditioning, Integral w/Heater Gauge, Engine Oil Temp. Gauge, Rear Axle Lube Temp. Gauge, Trans. Oil Temp. Warning Light w/Buzzer, Low Oil Pressure, Low Coolant Level and High Coolant Temp.	47	SUSPENSION, REAR: Neway ARD238-6 w/52" Spread 44,000 lb.
		50/51	TIRES: Front (2) 011R24.5G (14PR) Hwy Rear (8) 011R24.5G (14PR) Super Hwy Dr. Wht. (Grip, IV)
		50/51	WHEELS: Front (2) 24.5x8.25 Polished Aluminum Disc Rear (8) 24.5x8.25 Polished Aluminum Disc
		56	TRANSMISSION: Fuller RTO-147 15, 15-Speed Overdrive
		60	MISCELLANEOUS: Tractor Package, Utilized w/12" Lines

# LTL-9000-854

FOR 10/12 YARD DUMP



Front GAWR: 12,800 lb.  
Rear GAWR: 45,120 lb.  
Total GCWR: 57,960 lb.

**CHASSIS WEIGHT**  
Front: 8,856 lb.  
Rear: 7,872 lb.  
Total: 16,828 lb.

**PERFORMANCE DATA**

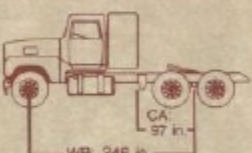
**BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)**  
Front: 22%  
Rear: 78%

**DRIVETRAIN PERFORMANCE**  
Gradeability: 77%  
Geared Speed: 73 MPH  
Total Reduction: 69:1

Chassis-Cab Specifications (DSO Vehicle)			
08	EXTERIOR COLOR: Std. Base Met. Color Comb. "EK" Paint Design, E4 (Class)	25	CAB EQUIPMENT: (Cont'd) Instrument Panel, Linerhaul Full Instrumentation Steering Column, Adjustable
10	AXLE, FRONT: 15,000 lb.	27	ELECTRICAL: Alternator, 90 Amp (1350 Watt) Motorcraft; Battery, Motorcraft Maintenance Free, 12 Volt (Four) 93 Amp Hr. (625CCA)
11	AXLE, REAR: Rockwell S3HD (4.89) 46,000 lb.	30	ENGINE: Caterpillar 3406B (ATAAC) (425 HP @ 2100 RPM)
13	AXLE EQUIPMENT: Magnetic Trip Drain Plugs (Std.) Power Steering (Inc.) Shock Absorbers, Front Wheel Seals, Wet-Type, Front Greasable Urag Links & Tie Rods	36	ENGINE EQUIPMENT: Clutch, 15 1/2" 2-Plate Ceramic (Inc.) Single Horizontal Muffler and Argent Vertical Pipe Overframe
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Wedge 15" x 6" (Inc.) Rear, Cam Type 15 1/2" x 7" (Std.)	37	ENGINE EQUIPMENT: (Cont'd) Cummins Coolant Filter (Inc.) Silicone Hose Plug Jaw Brake Switch Jacobs Engine Brake Throttle, Hand Control Vernier Type
19	BRAKE EQUIPMENT: Air Compressor, Bendix 12 CFM (Inc.) Air Parking Brake, Anchorlok (Std.) Trailer Brake, Hand Control Valve	40	FRAME: 30.9 SM-Double Channel, Bolted 110,000 PSI
22	CAB: Conventional Cab (Std.) Dual Hi-Level Trim Plug Trim Color, Charcoal Polyurethane (Inc.) Seat, National Cush-N-Aire, H-Back, Air Susp. Driver and Fixed Pass.	43	FUEL TANK: Dual 95 Gallon, LH & RH Cylindrical Aluminum
23	CAB EQUIPMENT: Dual Assist Handles (Std.) Custom High-Level Exterior Trim (Inc.)	47	SUSPENSION, FRONT: 20,000 lb.
24	CAB EQUIPMENT: (Cont'd) Cigar Lighter (Inc.) Mirrors, Dual Air, Hedy Rectangular (Inc.) Air Conditioning, Integral w/Heater Gauge, Engine Oil Temp. Gauge, Rear Axle Lube Temp. Gauge, Trans. Oil Temp. Warning Light w/Buzzer, Low Oil Press., Low Coolant Level and High Coolant Temp.	47	SUSPENSION, REAR: Hendrickson RT-440HD 45,000 lb.
		50/51	TIRES: Front (2) 11R24.5G (14PR) Hwy Goodyear Rear (8) 11R24.5G (14PR) Goodyear Unisteel G167 (Grip, IV)
		50/51	WHEELS: Front (2) 24.5x8.25 Cast Spoke (Festona 30391) Rear (8) 24.5x8.25 Cast Spoke (9 Spoke)
		56	TRANSMISSION: Fuller RTO-14709LL, 10-Speed Overdrive
		60	MISCELLANEOUS: Tow Hooks, Front

# LTL-9000-855

FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.  
Rear GAWR: 38,000 lb.  
Total GCWR: 62,000 lb.

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

**PERFORMANCE DATA**

**BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)**  
Front: NA%  
Rear: NA%

**DRIVETRAIN PERFORMANCE**  
Gradeability: 33%  
Geared Speed: 91 MPH  
Total Reduction: 46:1

Chassis-Cab Specifications (DSO Vehicle)			
08	EXTERIOR COLOR: Lt. Smoke Metallic (Std.)	25	CAB EQUIPMENT: (Cont'd) Windshield Wipers, Air Radio, AM/PM Stereo w/Cassette Instrument Panel, Linerhaul Full Instrumentation Steering Column, Adjustable
10	AXLE, FRONT: 12,000 lb. (Std.)	27	ELECTRICAL: Alternator, 90 Amp (1350 Watt) Motorcraft; Battery, Motorcraft Maintenance Free, 12 Volt (Four) 93 Amp Hr. (625CCA)
11	AXLE, REAR: Rockwell SQ-100 (0.73) (Std.) 40,000 lb.	30	ENGINE: Cummins NTC-444 "BC IV" (GA) (444HP @ 2100 RPM)
13	AXLE EQUIPMENT: Magnetic Trip Drain Plugs (Std.) Power Steering Shock Absorbers, Front Wheel Seals, Wet-Type, Front Greasable Urag Links & Tie Rods	36	ENGINE EQUIPMENT: Air Cleaner, Single Stage Dry Type (Std.) Clutch, 15 1/2" 2-Plate Ceramic (Inc.) Compression, Brake (Inc.) F-3777 Combination Oil Filter & Trans. Oil Cooler (Inc.) Self-Adjusting Dual Exhaust, Horizontal Mufflers and Dual Bright Vertical Outlets Rain Caps, Dual Bright Cold Start Aid, Ether
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Cam Type 15" x 4" (Std.) Rear, Cam Type 16 1/2" x 7" (Std.) Centrifuge Brake Drums, Front Centrifuge Brake Drums, Rear (Inc.)	37	ENGINE EQUIPMENT: (Cont'd) Cummins Coolant Filter (Std.) Fan Clutch, Schwizer (Inc.) Throttle, Hand Control Vernier Type Silicone Hose Package
19	BRAKE EQUIPMENT: Air Compressor, Bendix 12 CFM (Inc.) Air Parking Brake, Anchorlok (Std.) Air Dryer, Anchorlok Moisture Ejectors, Auto	40	FRAME: 13.30 SM-110,000 PSI All Bolted Assembly (Std.)
22	CAB: Conventional Cab (Std.) Dual Hi-Level Trim Plug Trim Color, Charcoal Polyurethane (Inc.) Seat, National Cush-N-Aire H-Back, Air Susp. Driver and Passenger Sleeper Box, 60" "Penhouse" Air Conditioning, Stalper	43	FUEL TANK: Dual 120 Gallon, LH & RH Cylindrical Aluminum
23	CAB EQUIPMENT: Dual Assist Handles (Std.) Custom Hi-Level Exterior Trim (Inc.)	47	SUSPENSION, FRONT: 12,000 lb. (Std.)
24	CAB EQUIPMENT: (Cont'd) Cigar Lighter (Inc.) Mirrors, Dual Air, Hedy Rectangular (Inc.) Air Conditioning, Integral w/Heater Gauge, Engine Oil Temp. Gauge, Rear Axle Lube Temp. Gauge, Trans. Oil Temp. Warning Light w/Buzzer, Low Oil Press., Low Coolant Level and High Coolant Temp.	47	SUSPENSION, REAR: Neway ARD238-6, 52" Spread 38,000 lb.
		50/51	TIRES: Front (2) 011R24.5G (14PR) Hwy Rear (8) 011R24.5G (14PR) Super Hwy Dr. Wht. (Grip, IV)
		50/51	WHEELS: Front (2) 24.5x8.25 Polished Aluminum Disc Rear (8) 24.5x8.25 Polished Aluminum Disc
		56	TRANSMISSION: Fuller RTO-14715, 15-Speed Overdrive
		60	MISCELLANEOUS: Tractor Package, Utilized w/12" Coiled Lines

# LTL-9000-845

FOR 10/12 YARD DUMP



Front GAWR: 12,800 lb.  
Rear GAWR: 44,000 lb.  
Total GCWR: 56,800 lb.

**CHASSIS WEIGHT**  
Front: 5,182 lb.  
Rear: 5,377 lb.  
Total: 17,559 lb.

**PERFORMANCE DATA**

**BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)**  
Front: 29%  
Rear: 71%

**DRIVETRAIN PERFORMANCE**  
Gradeability: 62%  
Geared Speed: 78 MPH  
Total Reduction: 64:1

Chassis-Cab Specifications (DSO Vehicle)			
08	EXTERIOR COLOR: Candyapple Red (Std.)	25	CAB EQUIPMENT: (Cont'd) Steering Column, Adjustable
10	AXLE, FRONT: 15,000 lb.	27	ELECTRICAL: Alternator, 90 Amp (1350 Watt) Motorcraft; Battery, Motorcraft Maintenance Free, 12 Volt (Four) 93 Amp Hr. (625CCA)
11	AXLE, REAR: Rockwell S3HD (4.56) 46,000 lb.	30	ENGINE: Caterpillar 3406B (ATAAC) (425 HP @ 2100 RPM)
13	AXLE EQUIPMENT: Magnetic Trip Drain Plugs (Std.) Power Steering Shock Absorbers, Front Wheel Seals, Wet-Type Front	36	ENGINE EQUIPMENT: Clutch, 15 1/2" 2-Plate Ceramic (Inc.) Single Horizontal Muffler and Bright Vertical Pipe Overframe
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Wedge (15" x 6") (Inc.) Rear, Cam Type 15 1/2" x 7" (Std.)	37	ENGINE EQUIPMENT: (Cont'd) Cummins Coolant Filter (Inc.) Silicone Hose Plug Jaw Brake Switch Jacobs Engine Brake Throttle, Hand Control Vernier Type
19	BRAKE EQUIPMENT: Air Compressor 12 CFM (Inc.) Air Parking Brake, Anchorlok (Std.)	40	FRAME: 30.9 SM-110,000 PSI Double Channel, All Bolted Assembly
22	CAB: Conventional Cab (Std.) Trim Color, Charcoal Polyurethane (Inc.) Custom Cab, Dual Hi-Level Seat, National Cush-N-Aire, H-Back, Air Susp. Driver and Fixed Pass.	43	FUEL TANK: Dual 95 Gallon, LH & RH Polished Aluminum
23	CAB EQUIPMENT: Dual Assist Handles (Std.) Exterior Trim, Custom High-Level (Inc.)	47	SUSPENSION, FRONT: 15,000 lb. (Inc.)
24	CAB EQUIPMENT: (Cont'd) Cigar Lighter (Inc.) Mirrors, Dual Air, Hedy Rectangular (Inc.) Air Conditioning, Integral w/Heater Gauge, Engine Oil Temp. Gauge, Rear Axle Lube Temp. Gauge, Trans. Oil Temp. Warning Light w/Buzzer, Low Oil Press., Low Coolant Level and High Coolant Temp.	47	SUSPENSION, REAR: Hendrickson RT-440 (Inc.) 44,000 lb.
		50/51	TIRES: Front (2) 011R24.5G (14PR) Hwy Goodyear Rear (8) 011R24.5G (14PR) Goodyear Unisteel G167 (Grip, IV)
		50/51	WHEELS: Front (2) 24.5x8.25 10-Hole Pol. Alum. Disc Rear (8) 24.5x8.25 Cast Spoke (6-Spoke)
		56	TRANSMISSION: Fuller RTO-14709LL, 10-Speed Overdrive
		60	MISCELLANEOUS: Tow Hooks, Front Tractor Package, 12" Coiled Air & Electric Lines

SELECTED WORK-READY SPEC SHEETS

SELECTED WORK-READY SPEC SHEETS



# LTL-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
LTL-9000-841	174/87	82.0	3406B 425	16	46.0	RTO-14613	011R x 22.5(14)	22.5 x 8.25(CS)	A	T
LTL-9000-842	174/87	82.0	BC IV NTC-400	16	46.0	RTO-14613	011R x 22.5(14)	22.5 x 8.25(CS)	A	T
LTL-9000-843	186/99	82.0	3406B 425	12	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-844	186/99	82.0	BC IV F-300	12	40.0	RT-11609A	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-845	204/117	56.8	3406B 350	16	46.0	RTO-14708LL	011R x 24.5(14)	24.5 x 8.25(CS)	A	D
LTL-9000-846	222/91	82.0	3406B 425	12	40.0	RTO-14715	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-847	222/91	82.0	3406B 425	12	40.0	RTO-14715	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-848	222/91	82.0	BC IV NTC-400	12	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-849	222/91	82.0	BC IV F-350	12	40.0	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-850	222/91	82.0	BC IV NTC-400	12	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-851	222/91	82.0	3406B 425	12	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-852	222/135	82.0	3406B 425	12	40.0	RTO-14715	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-853	246/159	82.0	BC IV NTC-400	12	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-854	246/159	57.9	3406B 425	16	46.0	RTO-14708LL	011R x 24.5(14)	24.5 x 8.25(CS)	A	D
LTL-9000-855	246/97	82.0	BC IV NTC-444	12	40.0	RTO-14715	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-856	246/159	82.0	3406B 425	12	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-857	246/97	82.0	3406B 425	12	40.0	RTO-14715	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-858	246/159	82.0	3406B 425	12	40.0	RTO-14715	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-859	246/159	82.0	3406B 425	12	40.0	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-860	246/115	82.0	BC IV NTC-444	12	40.0	RTO-14715	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-861	246/97	82.0	3406B 425	12	40.0	RTO-14715	011R x 24.5(14)	24.5 x 8.25(D)	A	T
LTL-9000-862	246/159	82.0	BC IV F-315	12	40.0	RTX-11609B	011R x 24.5(14)	24.5 x 8.25(D)	A	T

(†)138,000 pound turnpike rating available.

(\*) - Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown.

(D) - Disc wheel; (CS) - Cast spoke wheel. T = Tractor. D = Dump.

# Built To Get The Job Done





# 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

- 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.
- Bolted-in-place siderail attachments.



## 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.
- Simple installation—requires no hardware, replaces standard filters.

replaces standard filters.

## Clutches

- Non-asbestos facings.
- Ceramic facings optional or included with optional engines.
- Dampened discs with coaxial 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

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



## 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.

### Cummins NTC 444 Compression Brake (C Brake)

The Cummins NTC 444 diesel engine is equipped with a Compression Brake system. Custom designed for Cummins and factory-installed, the C Brake offers increased braking efficiency—especially on mountainous terrain by reducing the driver's dependency upon service brakes. This not only minimizes lining wear, but reduces the possibility of brake fade.

### Cummins NTC 444 Step Timing Control (STC)

STC, standard with the Cummins NTC 444 diesel engine, is a hydraulically controlled variable timing system which regulates fuel injection within the combustion system. Two modes are operable: normal and advanced. Normal timing improves durability at full operating speeds. Advanced timing improves cold starting and white smoke control.

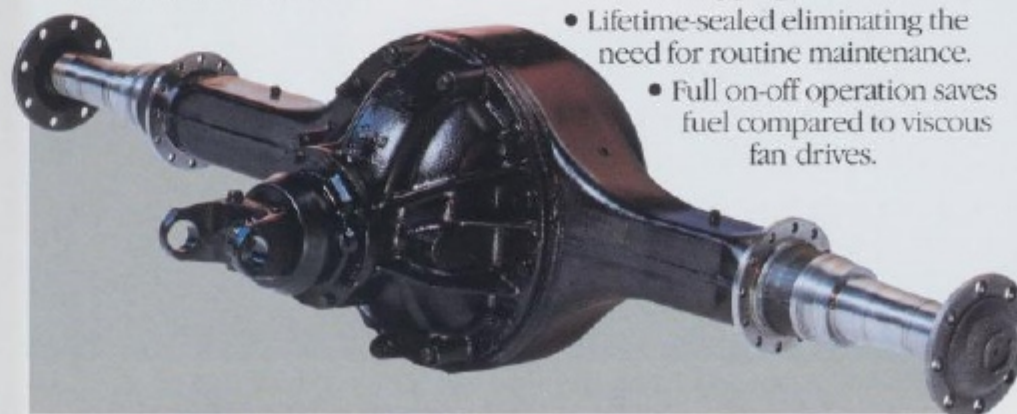
### Improved Corrosion Protection

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.

## Rockwell Rear Axles

- 23,000 lb. LL- and 40,000 lb. LTL-standard ratings.
- Special heat treated axle shafts for hardness and resiliency.
- Fluid lubricated wheel bearings for constant lubrication, increased life and reduced maintenance.



## 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: Shown with CLF-9000 mounting brackets. Varies with vehicle series.



# The Ford Power Team— It Pays To Belong

## 20 Engines From Caterpillar And Cummins

No matter what your power requirements may be, the L1/LTL-9000 is there to meet them with 20 diesel engines from Caterpillar and Cummins—all with modern aftercooling systems for increased combustion efficiency and reduced emissions.

The Cummins L-10 (OA) Formula 270 is standard. Options include the Cat 3406B (ATAAC) Series—from 310 to 425 HP; the L-10 Power Torque at 270 and 300 HP; the Formula 300 HP; and the Big Cam IV (OA) in the Formula and NTC Series from 300 to 444 HP.

## Caterpillar 3406B—Featuring Air-To-Air Aftercooling In 1988

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:

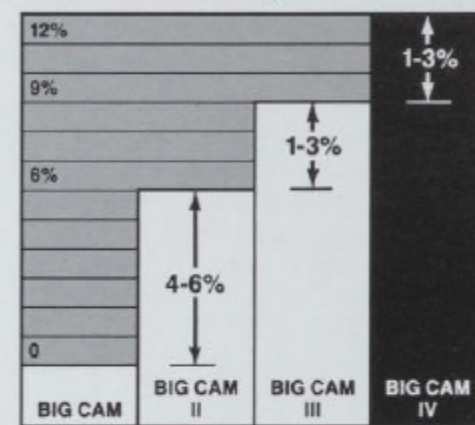
- Air-To-Air Aftercooling (ATAAC)—new for 1988.
- Full Range Governor—(not min-max) for reduced gear shifting.
- Direct Injection Scroll Fuel System—results in lower emissions plus improved fuel economy. Individual scroll-type fuel pumps for each cylinder require no balancing and maintain fuel efficiency without periodic adjustment.

## Aftercooling Systems From Caterpillar And Cummins

Aftercooling reduces the temperature of the air in the engine's 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.

## Fuel Economy Improvements



## Big Cam IV: Improved Engine Performing And Braking Efficiency

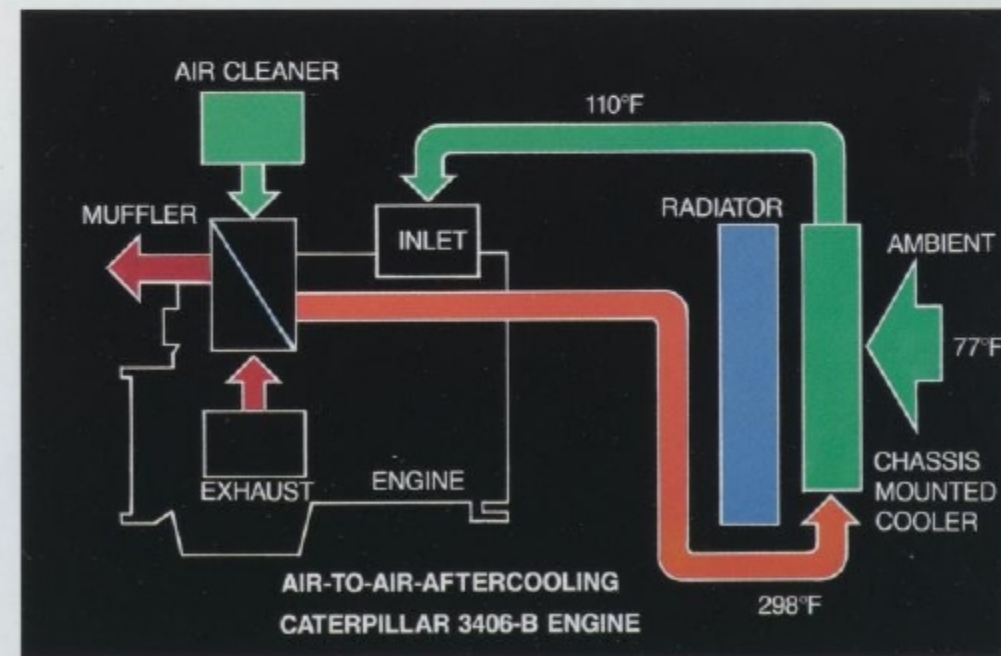
The Cummins Big Cam IV, in the 444 HP version, features Step Timing Control for improved cold starting and improved durability at full operating speed; plus a standard compression brake (C Brake) for increased braking efficiency. (See page 13.)

## Fuel Improvement Of 6 To 12% With Cummins Optimized Aftercooling

Optimized Aftercooling, STC and the C Brake are 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.

## The Ford Power Team—It Pays To Belong

Fuel represents a major chunk 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 5 mpg to 5.15 mpg) could save approximately \$1,200 every 200,000 miles.



# Air Supremacy-- What You Gain With Ford AeroForce



The Ford AeroForce. It's the name we've given to our fleet of fuel-efficient line haulers—AeroMax, the LTL-9000 and CL-9000. All equipped with Aerodynamic Packages, economy engines from Caterpillar and Cummins, radial tires and fuel-conserving drivetrains. The chart at the left tells you just how good we are.

## AeroMax Averages 7.86 MPG In SAE Type II Tests

In 1987 SAE Fuel Economy Tests, conducted by an independent agency (Transportation Research Center), AeroMax averaged 7.86 mpg—nearly 25% better than a typically spec'd 1984 Ford LNT-9000 without the benefit of aerodynamic devices and a modern economy engine.

## The Ford LTL-9000 And CL-9000 Complete The "All American Challenge"—At 6.58 And 8.27 MPG

We put the LTL and CL to the test in the Summer of '87 in a 3,500-mile road run from Anaheim to Philadelphia—through Donner Pass, over the Rockies. Powered by Cummins, through a variety of real-life conditions, the CL-9000 averaged 8.27 mpg and the LTL-9000 6.58 mpg.

## LTL-9000 Averages 7.35 MPG In 1,765-Mile Fleet Run

From July 21-July 23, 1987, powered by a Caterpillar 3406B (ATAAC) economy diesel, a Ford LTL-9000 averaged 7.35 mpg against a comparably spec'd 1985 LTL-9000 at 6.29 mpg in a 1,765-mile fleet run from Ohio to Texas with fleet drivers operating under fleet schedules—a 17% improvement.

## Save Over \$1,500 Every 100,000 Miles

If you're presently averaging in the 6 mpg neighborhood, you're operating at yesterday's efficiency. Get up to date. Join the Ford AeroForce. At \$1 a gallon for diesel fuel, an AeroForce unit like the LTL-9000 could save you more than \$1,500 in fuel costs for every 100,000 operating miles.

## SAE Type II Test

Vehicle	Engine	Transmission	Rear Axle	Tires	GCWR/ Cruising Speed	Average MPG
AeroMax w/Aerodynamic Package	Cummins L-10 (OA) Formula 300 hp @ 1900 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell SQ-100 w/3.55 Ratio	Michelin 275R24.5 (14)	63,000 lbs/ 55 mph	7.86
Ford LNT-9000 without Aerodynamic Package	Cummins Big Cam III Formula 300 hp @ 1800 rpm	Fuller RTF-11609 9-Speed Direct	Rockwell SQ-100 w/3.73 Ratio	Goodyear 285/75R24.5 (14)	63,000 lbs/ 55 mph	6.36

## 3,500-Mile "All American Challenge"

CL-9000 w/Aerodynamic Package	Cummins L-10 (OA) Formula 300 hp @ 1900 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell RS-23180 w/3.42 Ratio	Michelin 275R24.5 (14)	63,000 lbs/ 55 mph	8.27
LTL-9000 w/60" AeroBullet Sleeper	Cummins NTC (OA) 444 hp @ 2100 rpm	Fuller RTO-14613 13-Speed Overdrive	Rockwell SQ-100 w/3.9 Ratio	Michelin 275R24.5 (14)	80,000 lbs/ 55 mph	6.58

## 1,765-Mile Fleet Run

1987 LTL-9000 w/42 inch AeroBullet Sleeper	Caterpillar 3406B (ATAAC) 310 hp @ 1800 rpm	Fuller RTX 11609B 9-Speed Overdrive	Rockwell SQ-100 w/3.9 Ratio	Michelin 275R24.5 (14)	63,980 lbs/ 55 mph	7.35
1985 LTL-9000 w/cab-roof mounted Aero device	Caterpillar 3406B (JWAC) 310 hp @ 1800 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell SQ-100P w/3.73 Ratio	Goodyear 11Rx22.5 (14)	64,250 lbs/ 55 mph	6.29



## Easy To Service

### 60° Tilt Hood And Fender Assembly

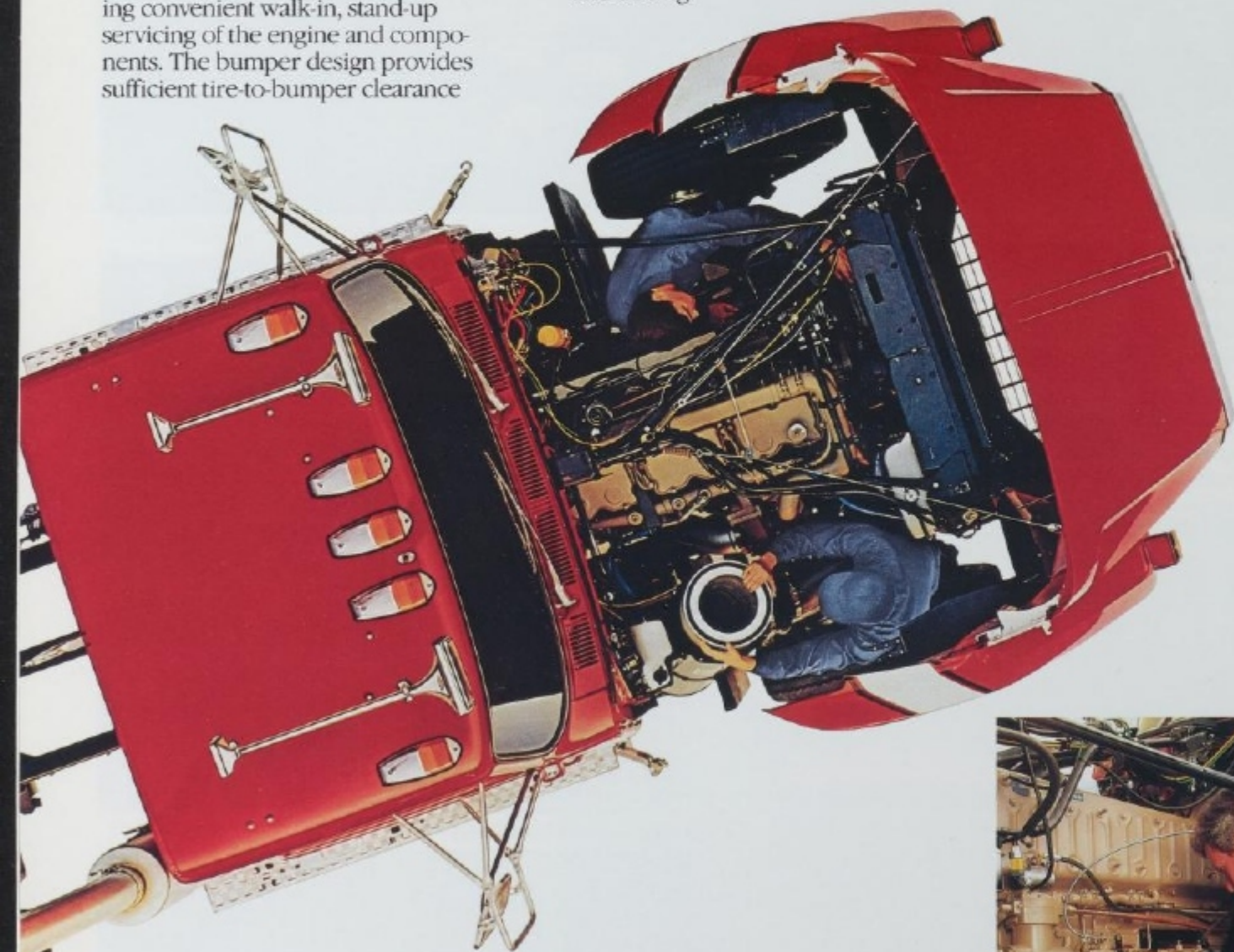
Downtime is wasted time. And income lost. The LTL-9000 is designed for ease of service, keeping routine scheduled maintenance to a minimum.

The large steel-reinforced fiberglass hood and fender assembly easily opens a full 60°. 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.

The LTL-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.
- 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

### LTL-9000 Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle	12	100,000	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. \*\*Excludes clutch. †Includes cab structure.

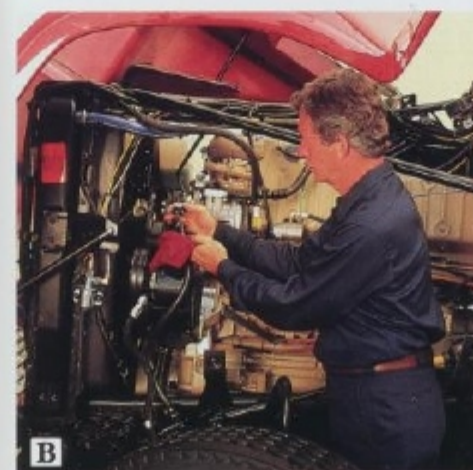
### A Decade Of Ford Toughness: Over 133,000 Trucks Sold... 108,000 Still On The Road!

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!

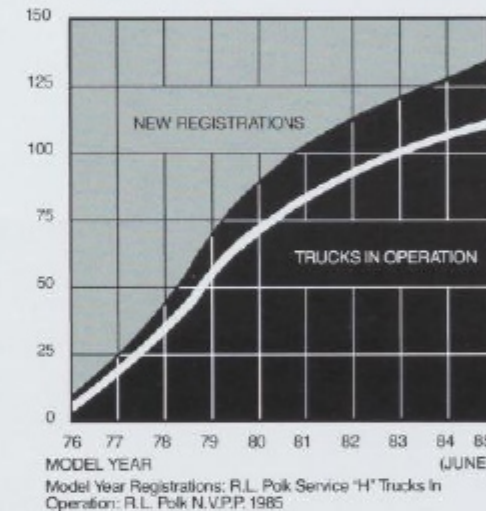
### Reduced Downtime

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



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

CUMULATIVE TOTAL × 000



### 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 fuel tanks, air tanks and battery boxes forward under the cab, the LTL-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 LTL-9000 with a network of parts and service centers sup-

porting 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 LTL-9000 Specifications

SERIES	LTL-9000		LL-9000	
	STANDARD	OPTIONAL	STANDARD	OPTIONAL
GVWR (lb.) Max.	46,000	62,000	33,200	35,000
GCWR (lb.) Max.	82,000*	—	80,000	—
AXLE, FRONT Rating (lb.)	12,000 Steel	12,000 Aluminum 16,000 Steel	12,000	10,000 Steel 12,000 Aluminum
AXLE, REAR Rating (lb.)	40,000 Rockwell SQ-100	65,000 Eaton DP-650F**	23,000 Rockwell RS-23-160	23,000 Rockwell RS-23-160** RS-23-180††
BRAKES, SERVICE Air, Cam-type	15" x 4" F, 16 1/2" x 7" R	Twin Piston Power Front Disc for 16,000 lb. front axle	15" x 4" F, 16 1/2" x 7" R	—
BRAKE, PARKING	Anchor-Lok Spring Set	Maxi or MGM	Anchor-Lok Spring Set	Maxi or MGM
ELECTRICAL Alternator	75 amp. Motorcraft	75 amp. Delco 90 amp. Delco/Motorcraft 105 amp. Leco-Neville#	75 amp. Motorcraft	75 amp. Delco 90 amp. Delco/Motorcraft 105 amp. Leco-Neville#
BATTERY Maintenance-free Motorcraft	2 625 CCA (with L-10) 3 550 CCA (with all other engines)	3 550 CCA 4 550 CCA 3 or 4 625 CCA 3 or 4 625 CCA "Cycle Power"	2 625 CCA (with L-10) 3 550 CCA (with all other engines)	3 550 CCA 4 550 CCA 3 or 4 625 CCA 3 or 4 625 CCA "Cycle Power"
ENGINE	Cummins: L-10 (OA) Formula 270	Cummins L-10 (OA): Power Torque 270/300 Formula 300 Cummins Big Cam IV (OA): Formula 300/315/350/365/400 NTC 315/350/365/400/444 Caterpillar: 3406B (ATAAC) 350/400/425 Economy 3406B (ATAAC) 310/350/400	Cummins: L-10 (OA) Formula 270	Cummins L-10 (OA): Power Torque 270/300 Formula 300 Cummins Big Cam IV (OA): Formula 300/315/350/365 NTC 315/350/365 Caterpillar: 3406B (ATAAC) 350 Economy 3406B (ATAAC) 310/350
CLUTCH	14-inch, 2-Plate	15 1/2", 2-Plate (Big Cam IV Formula 300); self-adjusting	14-inch, 2-Plate	15 1/2", 2-Plate (Big Cam IV Formula 300); self-adjusting
TRANSMISSION	9-Speed Direct	7-, 9-, 10-, 15-Speed Direct 8-, 9-, 10-, 13-, 15-Speed Overdrive	9-Speed Direct	7-, 9-, 10-Speed Direct; 13-Speed Overdrive
FRAME	1,463,000 lbs. RBM#	3,300,000 lbs. RBM (Max.)	1,463,000 lbs. RBM	2,860,000 lbs. RBM
FUEL TANKS	Aluminum: 65-gal., LH 20-inch Dia.	Aluminum: 65-gal., Dual 20-inch Dia. 95-gal., Dual 24-inch Dia. 120-gal., Dual 24-inch Dia. Polished Aluminum: 95-gal., Dual 24-inch Dia.	Aluminum: 65-gal., LH 20-inch Dia.	Aluminum: 65-gal., Dual 20-inch Dia. 95-gal., Dual 24-inch Dia. 120-gal., Dual 24-inch Dia. Polished Aluminum: 95-gal., Dual 24-inch Dia.
STEERING	Manual	Power	Manual	Power
SUSPENSION, FRONT (lb.) combined at ground	12,000	11,000 13,200 (Severe Duty) 16,000	12,000	10,000 11,000 13,200 (Severe Duty)
SUSPENSION, REAR (lb.) combined at ground	34,000 Hendrickson E4-340	65,000 Hendrickson RT-500HD (Max.)*	23,000	24,500
WHEELS	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc
TIRES,® Tubeless Radial	Michelin 11R 22.5G XZA	See your Ford Dealer.	Michelin 11R 22.5G XZA	See your Ford Dealer.

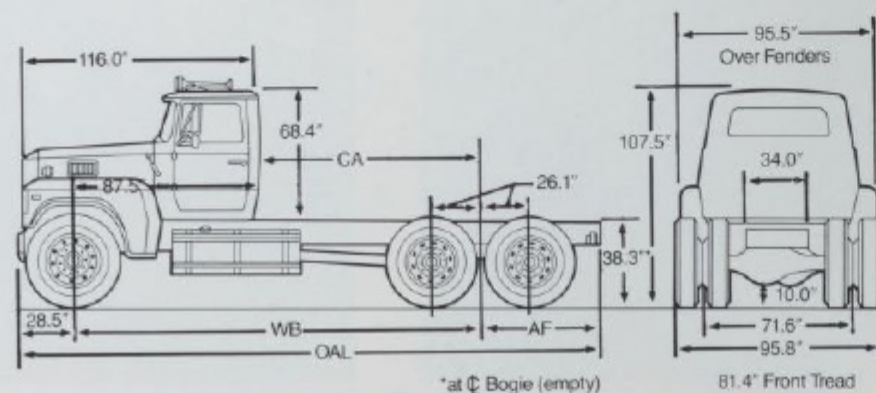
\*138,000 Turnpike Rating available. \*\*Aluminum carrier. †Steel or aluminum carrier. ††Severe duty, with or without aluminum carrier. #N.A. with Cummins engine.  
# RBM = Yield Strength x PSI. @Equivalent tubeless, tubeless flotation, tube and tube-type radials available. \*Special Order Option.

## Dimensions

### LL/LTL-9000

WB	CA	AF	OAL
174"	87"	63"	266"
186"	99"	63"	278"
204"	117"	75"	308"
222"	135"	75"	326"
246"	159"	126"	401"

Dimensions are for base models with standard equipment and do not include cab clearance and identification lights. Special wheelbases available up to 306 inches.



\*at Ⓞ Bogie (empty)

81.4" Front Tread

## Chassis Optional Equipment

- Aluminum front axle
- Centrifuge brake drums
- Automatic moisture ejectors
- Silicone hose package
- Radiator shutters (N/A w/Cat. engines)
- Ether cold starting aid
- Wet-type wheel seals
- Polished aluminum fuel tanks
- Adjustable steering column
- Full-locking differential, driver-controlled (LL only—late availability)
- Cut-off bumpers
- Bright aluminum front bumper
- Engine block heater (w/L-10 diesel only, late availability)
- Tow hooks
- Jack, hydraulic 12-ton
- Self-adjusting clutch
- Throttle, hand control vernier type
- Oil Filter, Luberfiner (N/A w/Cummins engine)

## Cab Optional Equipment

### Custom Hi-Level Exterior Trim

Includes (in addition to or in place of Standard features) Bright Finish:  
• Rectangular Dietz cab roof lights (5) • Hadley air horns • Deep-design chrome-plated, aluminum bumper w/dual driving and dual fog lamps  
• Western mirrors w/bright auxiliary convex • Vent window frame and divider bar • Grille surround • Bright windshield molding • Polished anodized hood latches • Bright fender mounted turn signals.

### Dual Hi-Level Trim Package

Includes Custom Hi-Level Interior and Custom Hi-Level Exterior Trim Packages.

### Sleeper Options:\*

(See page 9.)

\*Modification Center Installation.

### Custom-Type Paint Options

Order your rig Factory-Dressed. Ford offers custom-type paint/tape schemes in a variety of popular combinations. Multitone paints are baked-on acrylic enamel for lasting brilliance.

### 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.



**The 1987 All American Challenge**  
3,500 miles from Anaheim to Philadelphia, through Donner Pass

over the Rockies, the Ford LTL-9000 averaged 6.58 mpg. See page 15 for details.



# 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 LL/LTL-9000 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 LTL-9000

TRUCK OPERATIONS

