



B-SERIES



Ford B-Series An Investment In Value



Ford Quality

Value begins with quality. At Ford, we're proud of the design and engineering excellence that go into our bus chassis. And we're proud of the modern facilities and equipment at our Kentucky Truck Plant that produce them. But most of all, we're proud of the people, of the relationship we've formed to deliver a quality product.

The Employee Involvement Groups we've established draw assembly people, engineers, designers and management together toward a common goal of putting the highest quality possible into Job 1.

All of this translates into the performance and economy story that makes the B-Series one of the toughest competitors on the road. For rugged construction, innovative engineering, and power to match your transportation requirements, the B-Series stands apart from the rest.

Choose The Power That's Right For You

The B-Series offers a wide range of

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

Diesel

Even in low mileage applications, diesel power can offer economical operation in the daily "stop and go" world of people transportation. And the turbocharged Ford Diesel sets a new standard in performance. There are four horsepower ratings—160, 170, 185 and 210—for 49-state operation and two California registration ratings of 170 and 225 horsepower.† Engines from Caterpillar and Detroit Diesel are also available.

Gasoline Or LP-Gas

For applications where diesel power is not favored, the B-Series (600/700) offers tough, efficient Ford gasoline V-8 engines up to 213 HP.

Ford also offers efficient factory-installed LP-Gas versions of these engines, providing unique fuel economy** and maintenance advantages over straight gasoline engines.

Engineered To Deliver The Cargo—People

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

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

The driver-oriented instrument panel provides easy viewing and convenient location of controls for easy vehicle operation. Power steering and power brakes are a part of a list of B-Series features that meets or exceeds the National Minimum Standards† for School Buses. And the popular tilt-hood option helps keep down the cost of maintenance by providing convenient service access.

*Special Order Option

†SAE J1549

**EPA ratings not applicable. Your mileage may vary depending upon how you use your vehicle.

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

A Word About This Catalog: Some equipment shown or described in the catalog is available at extra cost.

Ford Diesel Power Plus School Bus Economy

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 in use in 100 countries since then.

The new line of Ford Diesel engines is a direct product of that long and proud service history.

Proven In Ford CARGO

The Ford Diesel was first introduced in the Ford CARGO in the 165 HP version. This year we've expanded lineup, ranging from 160 to 225 HP, all turbocharged, with no application restrictions. If you have the job, we have the engine.

Proven In Fleet Tests—4 Million Miles

Ford Diesel comes out of a proven design. And it's been fleet tested through 4,000,000 miles of tough customer use including pick-up and delivery, construction, inter- and intra-city use.

The result—experienced fleet owners agree. The Ford Diesel offers the kind of outstanding performance and fuel economy levels that may well become an industry standard.

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

We think you'll agree. The Ford Diesel has been built to the same high standards of quality and toughness that have helped make Ford America's best selling medium truck line.

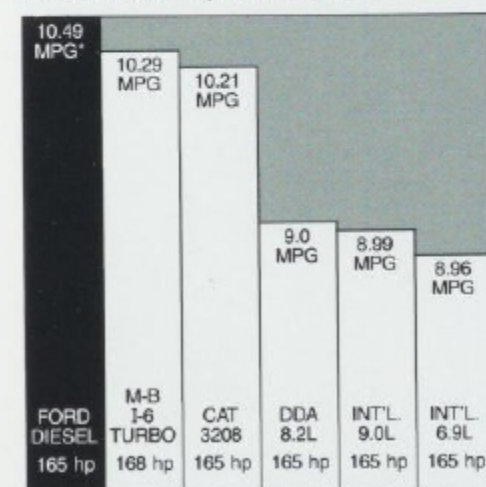
But don't take our word for it. We've got the testimonials of "Big Users" and the engine spec sheets to back our claims.

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

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



Ford Diesel—Fuel Economy Champion



FORD CARGO L-1117 7 D042 7 D042 S-1754 S-1654
*MPG figures represent the average long/short haul test.

Proven In Fuel Economy Tests

The results are in. SAE Type II fuel economy tests (conducted by the Transportation Research Center of Ohio, April, 1986) show the Ford Diesel tops in the field. Ford Cargo—powered by the 165 hp Ford Diesel—outperformed comparable GMC, International and Mercedes-Benz trucks—powered by Caterpillar, Mercedes, DDA, and International engines—in head-to-head fuel economy competition. By up to 17%.

Fleet tested. And now fuel tested, Ford Diesel is setting new standards of performance and economy. Choose the model that's best for you.

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

Premium Ford Toughness Without The Price

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

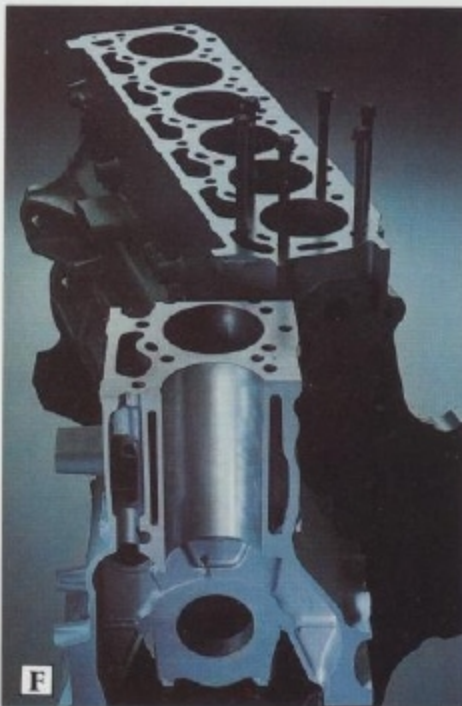
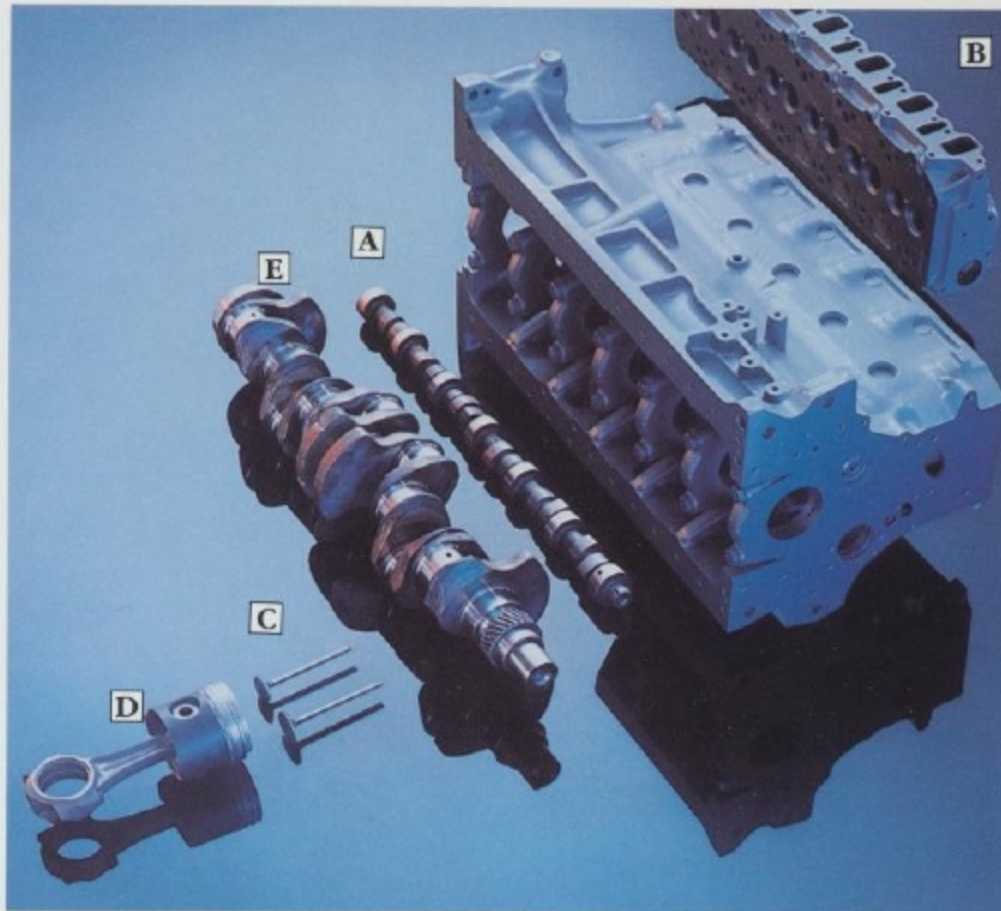
(B) Stress-Relieved Cast Iron Cylinder Head features 6 large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.

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

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

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

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



(F) Parent Bore Advantages

The Ford Diesel's parent bore design offers distinct advantages over wet-sleeve engines:

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

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

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

Extended Service Coverage 60 Months/150,000 Miles

It's Called Turbodynamics

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

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

The Ford Diesel features a direct injection, advanced air management and combustion system design for good fuel economy, a Garrett turbocharger for boosted power, and a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds.

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

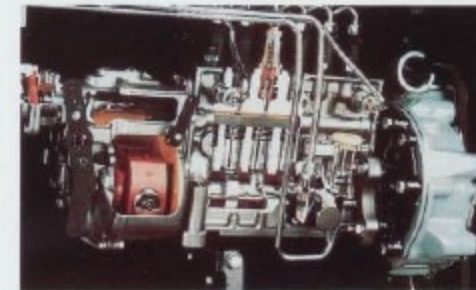
Oil filters may be expendable. But your engine isn't. That's why the Ford Diesel was designed for rebuildability. Again. And again. And again. That can add up to big savings during high-mileage operations and at trade-in time.

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



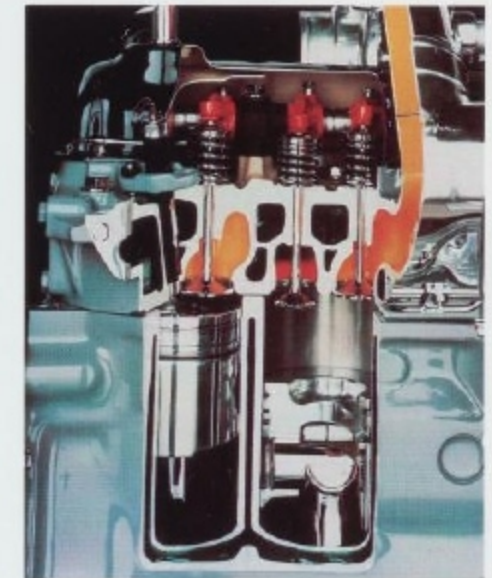
Garrett Turbocharger

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



Bosch Direct Injection Fuel Pump

The Bosch high-pressure direct-injection fuel pump has been specifically tailored to provide precise fuel delivery at all engine speeds, resulting in consistent power and good fuel economy. The P-Series pump (A-Series on 160 HP engine) is normally associated with linehaul diesels and, therefore, can be expected to provide outstanding performance.



Combustion System

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

High Torque Rise Pulling Power

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

Ford Diesel Performance Pledge

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

- 5 years/150,000 miles Extended Service Coverage—free engine parts and labor (700 Series).
- 48-hour Parts Delivery Guarantee. Ask your Ford Dealer for details.
- Supported by over 600 certified service Dealers nationwide.
- Toll-Free hotline—1-800-FORD 1ST (367-3178)*

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

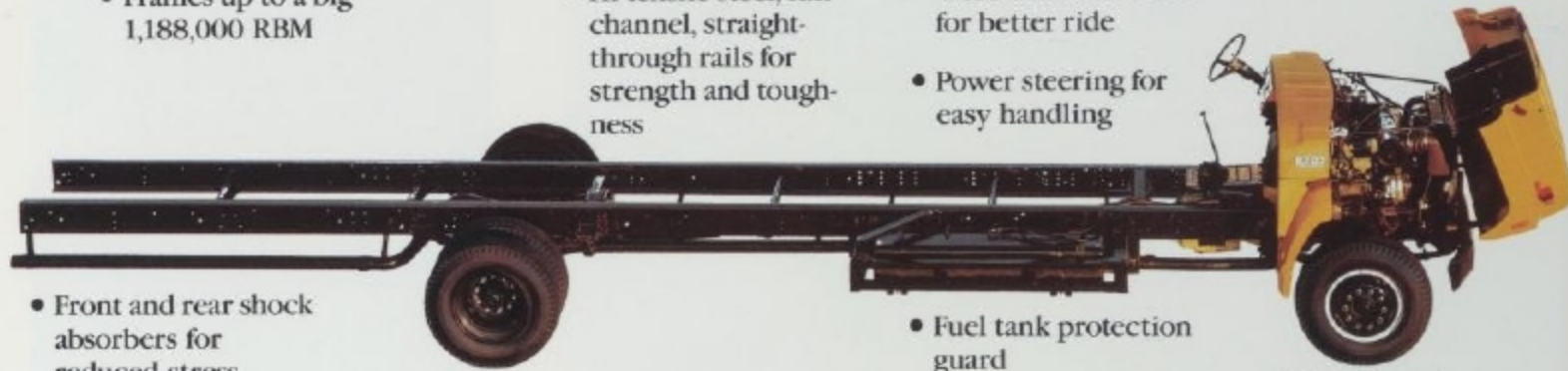
NOTE: Chromed and painted engine parts are for display only.

Quality Engineering Driving Ease

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

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

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



- Front and rear shock absorbers for reduced stress

- Fuel tank protection guard

- 75° tilt hood for service ease

Air Brake Features At Standard Prices

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

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

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

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

A Tilt Hood Option For Service Ease

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

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

Driver-Oriented Instrument Panel

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

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



Ford B-Series Specifications

Series		B-600	B-700	B-7000
GVWR (lbs.)	Std.	21,000	24,100	24,100
	Max.	25,500	28,000	28,000
AXLE, FRONT (lbs.)	Std.	6,000	8,000	8,000
	Opt.	8,000	9,000	9,000
AXLE, REAR (lbs.)	Std.	15,000	17,500	17,500
	Max.	17,500	21,000	21,000
SERVICE BRAKES	Std.	Split Power—Hydraulic		
	Opt.	Hyd. H.D. Rear	Hyd. H.D. Rear/Air	Hyd. H.D. Rear/Air
PARKING BRAKES w/cam lever		Spring-set with either hydraulic or air brakes		
BATTERY Motorcraft Maintenance-Free 12-Volt	Std.	1 380 CCA (45 amp.-hr.) w/gasoline engines 1 535 CCA (712 amp.-hr.) w/diesel engines		Dual 625 CCA (93 amp.-hr.)
	Opt.	1, 2, or 3 535 CCA (71 amp.-hr.) w/gasoline engines 3 535 CCA (712 amp.-hr.) w/diesel engines		2 or 3 625 CCA (96 amp.-hr.) "Cycle Power" or 3 625 CCA (93 amp.-hr.)
ALTERNATOR	Std.	75 amp.		
	Opt.	60, 90, 130 amp.		
ENGINES	Std.	6.1L (370) 2V V-8	6.1L (370) 2V V-8	CAT. 3208N—165 hp Diesel*
	Opt.	6.1L (370) 4V V-8 DDA 8.2L-N—165 hp Diesel Ford Diesel—160 hp* Ford Diesel—170 hp†	6.1L (370) 4V V-8 7.0L (429) 4V V-8 DDA 8.2L-N—165 hp Diesel DDA 8.2L-T—200 hp Diesel† DDA 8.2L-T—205 hp Diesel* Ford Diesel—170 hp Ford Diesel—185 hp* Ford Diesel—210 hp* Ford Diesel—225 hp†	CAT. 3208T—175 hp Diesel† CAT. 3208T—200 hp Diesel†
CLUTCH DIAMETER	Std.	13"	13"	14"
TRANSMISSION (Direct)	Std.	4-Speed	4-Speed	5-Speed
	Opt.	5-Speed, 4-Speed Automatic	5-Speed, 6-Speed, 4-Speed Automatic	5-Speed, 4-Speed Automatic
FRAME RBM = SM x Yield Strength	Min.	273,600 RBM	510,000 RBM	510,000 RBM
	Max.	510,000 RBM	1,188,000 RBM	1,188,000 RBM
SHOCK ABSORBERS	Std.	Front and Rear		
SUSPENSION, FRONT Combined rating @ ground (lbs.)	Std.	6,850	9,000	9,000
	Max.	19,000	21,000	21,000
SUSPENSION, REAR Combined rating @ ground (lbs.)	Std.	15,000	17,500	17,500
	Max.	19,000	21,000	21,000
STEERING	Std.	Power		
WHEELS	Std.	Cast Spoke		
	Opt.	6- or 10-Hole, Steel Disc		
TIRES*	Max.	9.00x20.00x12 PR	10.00x20.00x14 PR	10.00x20.00x14 PR
PASSENGERS	Range	35-60	59-72	59-72

* 49 states. † California only. ‡ Equivalent tube and tubeless (radial and non-radial) tires are available.

B-Series Chassis Selector

Chassis Series	Maximum Number of Passengers*	WB	CLA	AF	OAL
B-600	35-36	151"	127"	104"	290"
	47-48	193"	169"	111"	338"
	53-54	217"	193"	130"	381"
	59-60	237"	213"	132"	403"
B-700/7000	59-60	237"	213"	132"	403"
	65-66	255"	231"	146"	436"
	71-72	275"†	251"	136"	445"

NOTE: Dimensions are for base models with standard equipment. *Consult bus body supplier as the capacity may be less because of seat spacing, body length or state requirements. †275" WB requires 10.8 SM/110,000 PSI frame, 5-speed manual or automatic transmission.

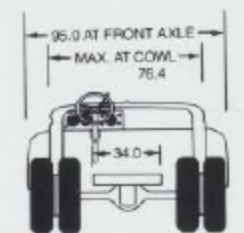
Additional Standard Equipment

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

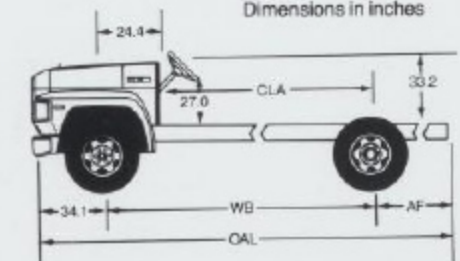
Additional Optional Equipment

- Tilt hood
- hydraulic jack
- spare wheel and tire
- front tow hooks
- air cleaner restriction indicator gauge (diesel only)
- warning lights and buzzer for low engine oil pressure, low coolant level and high coolant temperature (diesel only; included as standard with Ford Diesel). See your Ford Dealer for details.

B-Series Dimensions



NOTE: Dimensions in inches



With Ford, You're Never Far From Home!

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

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle, and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations and Ford assumes no responsibility for their use.



Toll-Free Sales & Service Hotline

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

*In Alaska call 1-800-455-6292

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



FORD PARTS AND SERVICE DIVISION



Ford Means Business In Big Trucks



FORD B-SERIES

TRUCK OPERATIONS

