



L-8000





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

Ford L-8000 An Investment In Value



Low Cost Of Ownership

From the fuel efficient Ford Diesel engine, to the ease of service built into its tilt fiberglass hood and fender assembly, economy of operation is a prime consideration that has gone into the design of the L-8000. Impressive payload capacities decrease handling costs per unit of loading. And tight maneuverability—51.2' turning diameter in the LS-8000 (with power steering and 9,000 lb. front axle)—means outstanding performance plus fast trip times.

Premium Diesel Performance

The Ford Diesel is the standard engine in the L-8000 Series. Designed for premium performance without the price, the Ford Diesel is available in four models—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.

*SAE J1319

L-8000 Series Versatility

The conventional L. The short conventional LN. The tandem LT & LNT. The set-back front axle LS or tandem LTS. The L-8000 Series is right for any business you're in—construction, snow plow, line haul, reefer, tanker, refuse, van platform. Ford makes it easy to get the truck that's right for you with our "Work-Ready" Program. 82 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 latest production techniques at work—it's the home of the Louisville L-8000 Series.

KTP Assembly Line No. 2

This is where medium and heavy truck quality begins. Assembly Line No. 2 is reserved for the production of the Louisville Line.

Computerized Frame Piercing

The three new computer-controlled frame piercers press-punch rather than drill frame rails. Holes are positioned, controlled and then checked by TV monitors. Only necessary holes are punched—no unnecessary ones to weaken the frame.

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.

Ripping Them Apart To Be Sure

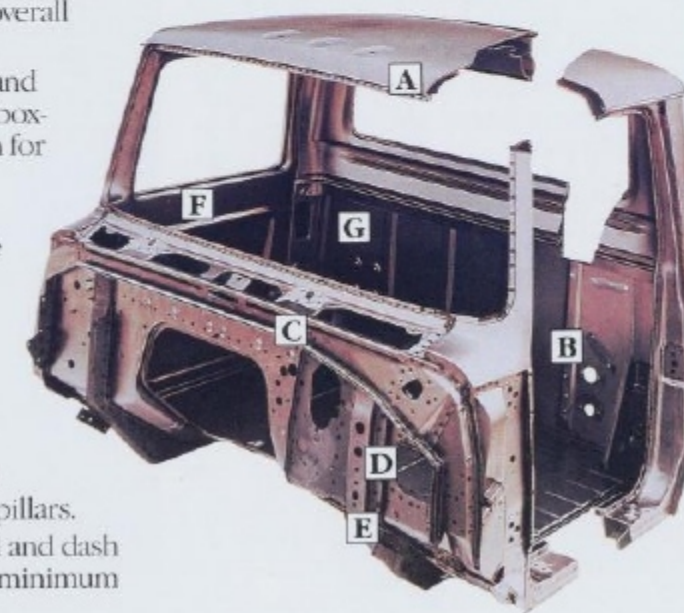
You expect a lot from the dollars you spend on your truck. We expect a lot from what we build. That's why random L-SERIES cabs are ripped apart at KTP and examined to make sure welds meet engineering specifications. Every seam is ripped apart with an air hammer and every spot weld—up to 1,700 of them,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

Built Ford Tough—More Than A Slogan

It's a tradition that translates into tangible values like the L-8000 Series all-welded cab construction for driving comfort and overall vehicle performance.

- (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.

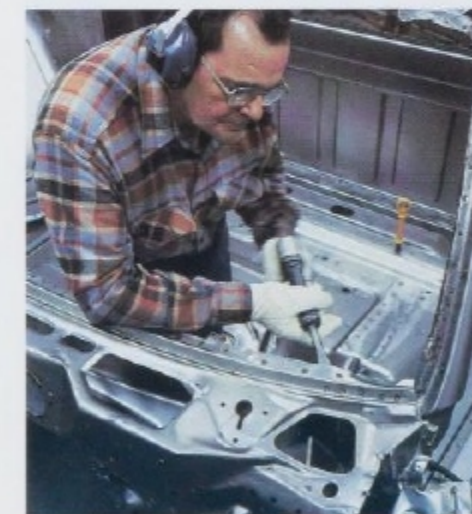


All-Welded Cab Construction

Rust And Corrosion Protection

At KTP we protect your truck even before it takes to the road. The L-8000 cab features a corrosion-resistant, steel reinforced, unitized fiberglass tilting hood, fender and front end assembly.

Each cab is fully immersed in primer and a high voltage charge bonds the primer to the metal, even into remote areas. The roof panel, door inner and outer panels, and cowl top outer panels are constructed of corrosion-resistant zinc coated steel. The doors are further protected by an application of aluminized wax to the inner panels.



Ford Diesel Power

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.

Proven In Ford CARGO

The Ford Diesel was first introduced in the Ford CARGO in the 165 HP version. This year we've an expanded lineup, ranging from 160 to 240 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.

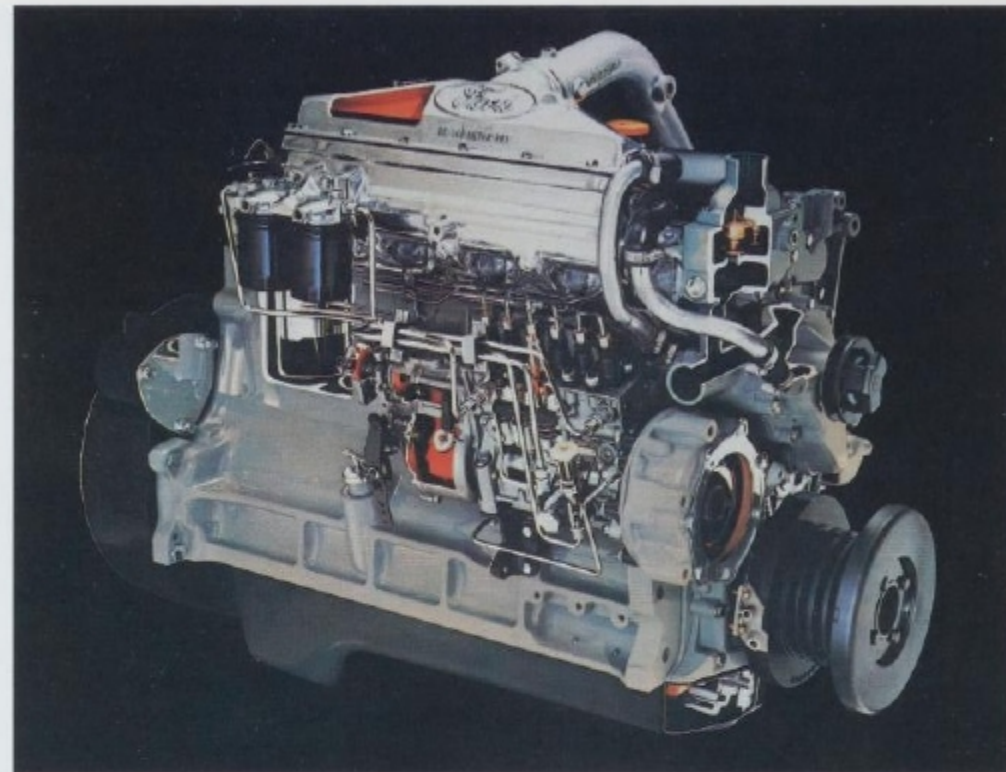
Don't Take Our Word For It—Call Toll-Free 1-800-FORD 1ST (367-3178)*

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.

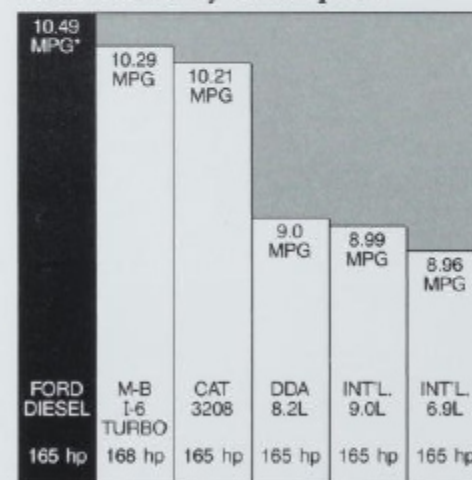
But don't take our word for it. We've got the testimonials of "Big Users" and the engine spec sheets to back our claims.

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



*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.

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."

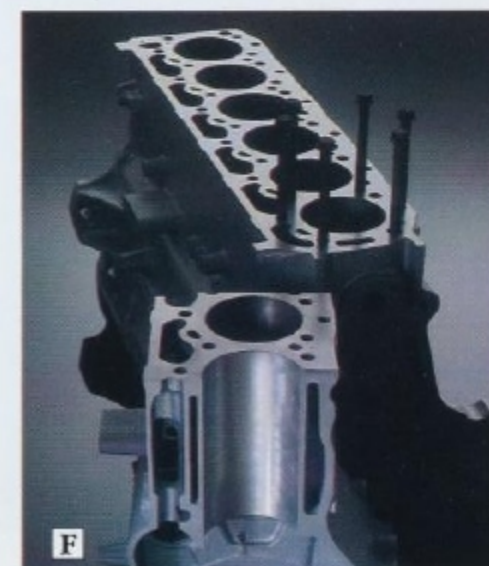
(B) **Stress-Relieved Cast Iron Cylinder Head** features 6 large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.

(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. Your service people will spend their time performing necessary maintenance, not unnecessary motion.

The Ford Diesel features a direct injection, advanced air management and combustion system design for good fuel economy, a Garrett turbo-charger for boosted power, and a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds. And it's rebuildable, adding to its service life and potential resale value.

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.

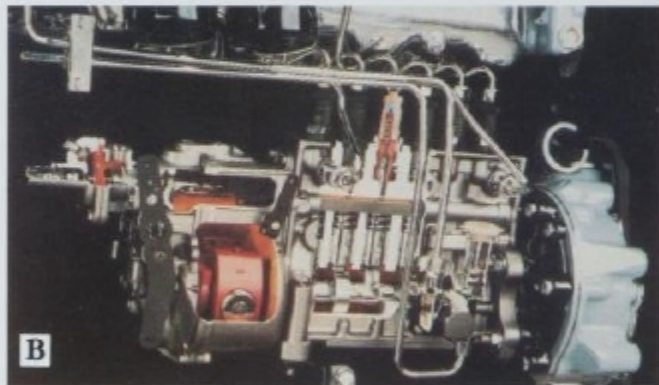


(A) Garrett Turbocharger

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 cost to you.

- 36 months/150,000 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	185 HP 49 States	210 HP 49 States	225 HP California	240 HP 49 States
Configuration of Cylinders	Inline 6	Inline 6	Inline 6	Inline 6
Bore & Stroke (inches)	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)	185 @ 2600	210 @ 2600	225 @ 2400	240 @ 2600
Peak Torque @ RPM (lb.-ft.)	467 @ 1600	509 @ 1600	593 @ 1500	606 @ 1600
Gross Torque Rise (%)	25	20	20	25
Aspiration	Turbo	Turbo/JWAC	Turbo/A-A	Turbo/A-A
Compression Ratio	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.

1985 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

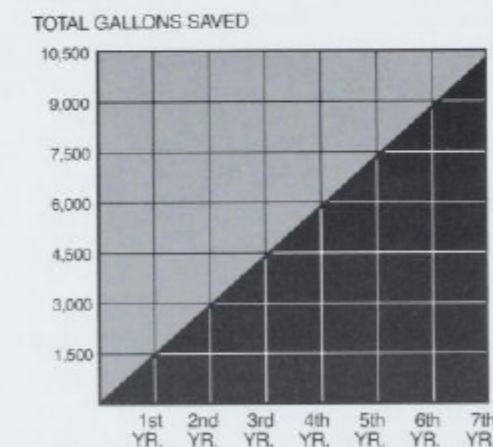
Every 10% improvement in drag reduction—at a constant road speed of 55 mph—results in an approximate 5% increase in fuel economy. A 16.5% drag improvement could save you roughly 8% in fuel costs. At \$1.00 per gallon, that can mean an approximate savings of \$1,500 per 100,000 miles.*

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.

Eighty-Two Models To Choose From

Name your job: dump, refuse, van/platform or tractor. Chances are, we've already built your truck. There are 82 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-8000 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

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.

ESC vs. Basic Warranty

Model	Item	Full Parts And Labor For:	
		Basic Warranty	ESC Coverage
L-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.



Ford L-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/Platform, 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—A \$950 Value

Every Ford Work-Ready truck carries Extended Service Coverage (ESC)—full parts and labor for 24 months/unlimited mileage (except engine). Purchased separately, that could cost up 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

Truck Series/ Engine Type	Full Parts And Labor For:			BASIC WARRANTY
	Base Vehicle	Engine	Powertrain*	
L-8000 Ford Diesel	24 Months/ Unlimited Miles	36 Months or 150,000 Miles**	36 Months or 150,000 Miles	12 Months/ Unlimited Miles
7000-8000 3208 Diesel	24 Months/ Unlimited Miles	Not Covered By Ford	24 Months/ Unlimited Miles	12 Months/ Unlimited Miles

*Powertrain components for ESC Coverage purposes include the clutch, manual transmission, driveshaft and rear axle. **L-8000 Series non-Work-Ready truck with the Ford Diesel Engine also include a no-charge 36 Months/150,000 Mile, engine—only ESC.

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

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

Work-Ready Specification Sheets

Here is a sample Work-Ready Specification sheet with bullet-points highlighting key areas. The following pages contain selected spec sheets plus a complete listing of the available Packages within the L-8000 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.

LN-8000-701



PERFORMANCE DATA		CHASSIS WEIGHT		CHASSIS-CAB SPECIFICATIONS	
GVW	70,000 lb.	Front	TBD lb.	08	PAINT COLOR
GCW	70,000 lb.	Rear	TBD lb.	09	Pure White (RAL 9001)
GVWR	70,000 lb.	Total	TBD lb.	10	ALL F. FRONT
GVWR	70,000 lb.			11	17-0218
GVWR	70,000 lb.			12	AXLE REAR
GVWR	70,000 lb.			13	Recovery (R) 25-160 (2.85) (21,000 lb.)
GVWR	70,000 lb.			14	AXLE EQUIPMENT
GVWR	70,000 lb.			15	Power Steering (SM)
GVWR	70,000 lb.			16	Coast Brake Absorbent
GVWR	70,000 lb.			17	BRANCH SERVICE
GVWR	70,000 lb.			18	Air Brakes (SM)
GVWR	70,000 lb.			19	Shock Coil Type (S) 1.7 x 7" (SM)
GVWR	70,000 lb.			20	Shock Coil Type (S) 1.7 x 7" (SM)
GVWR	70,000 lb.			21	SHOCK EQUIPMENT
GVWR	70,000 lb.			22	Air Parking Brake (SM)
GVWR	70,000 lb.			23	Air Compressor (2.7 PSF/200)
GVWR	70,000 lb.			24	CAB
GVWR	70,000 lb.			25	Standard Cab (SM)
GVWR	70,000 lb.			26	Seat, National Cush-H-Aire (L) Back Drive and Power (SM)
GVWR	70,000 lb.			27	Top, Standard Vinyl (SM)
GVWR	70,000 lb.			28	CAB EQUIPMENT
GVWR	70,000 lb.			29	Air Horn (SM), PFI & LH (SM)
GVWR	70,000 lb.			30	Booster (SM)
GVWR	70,000 lb.			31	CAB EQUIPMENT (Cont'd)
GVWR	70,000 lb.			32	Water in Fuel Warning Light (SM)
GVWR	70,000 lb.			33	Warning Light, Low Oil Pressure, Low Coolant Level and High Coolant Temp (SM)
GVWR	70,000 lb.			34	Wipers, Dual Air
GVWR	70,000 lb.			35	Map Pocket, LH
GVWR	70,000 lb.			36	CAB EQUIPMENT (Cont'd)
GVWR	70,000 lb.			37	Radio, AM
GVWR	70,000 lb.			38	Mirror, Weather Resistant, Auto Collapse
GVWR	70,000 lb.			39	Turn Signal, SS
GVWR	70,000 lb.			40	Floor Mount Power
GVWR	70,000 lb.			41	ELECTRICAL
GVWR	70,000 lb.			42	Alternator 75 Amp (1125) With Maximum Battery (2) Maximum 12V 77 Amp. No. 8030CAL
GVWR	70,000 lb.			43	ENGINE
GVWR	70,000 lb.			44	Ford Diesel (300 HP) 31 2500 PFM
GVWR	70,000 lb.			45	ENGINE EQUIPMENT
GVWR	70,000 lb.			46	Clutch, 14" (2) Plate, Non-Adjustable (SM)
GVWR	70,000 lb.			47	Exhaust, Vertical Muffler w/ Vertical Pipe
GVWR	70,000 lb.			48	Oil Pan, Lubricator w/ Steel Case
GVWR	70,000 lb.			49	Oil Cooler, Original Mount (SM)
GVWR	70,000 lb.			50	ENGINE EQUIPMENT (Cont'd)
GVWR	70,000 lb.			51	Fan Clutch (SM)
GVWR	70,000 lb.			52	FRAME
GVWR	70,000 lb.			53	SS 10 100 110 (40) PFM
GVWR	70,000 lb.			54	FUEL TANK
GVWR	70,000 lb.			55	Dual 50 Gallon LH and 70 (11) Type Steel
GVWR	70,000 lb.			56	SUSPENSION FRONT
GVWR	70,000 lb.			57	11 (40) S
GVWR	70,000 lb.			58	SUSPENSION REAR
GVWR	70,000 lb.			59	21 (40) S
GVWR	70,000 lb.			60	SPRINGS, ALL REAR
GVWR	70,000 lb.			61	Single Leaf (SM)
GVWR	70,000 lb.			62	TIRES
GVWR	70,000 lb.			63	Front (2) 11 (20x22) 50 (1475) Ply
GVWR	70,000 lb.			64	Rear (2) 11 (20x22) 50 (1475) Ply
GVWR	70,000 lb.			65	WHEELS
GVWR	70,000 lb.			66	Front (2) 22 (24) 21 (14) 14-1/2 Steel Disc
GVWR	70,000 lb.			67	Rear (2) 22 (24) 21 (14) 14-1/2 Steel Disc
GVWR	70,000 lb.			68	TRANSMISSION
GVWR	70,000 lb.			69	Fuller (2) 4.1 (28) 5 Speed
GVWR	70,000 lb.			70	MISC. LABORS
GVWR	70,000 lb.			71	Truck Package 12' Long

• 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-8000-701

FOR
GENERAL
PURPOSE
TRACTOR



Front GAWR: 11,000 lb.
Rear GAWR: 21,200 lb.
Total GCWR: 55,000 lb.

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

PERFORMANCE DATA
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: TBD lb.
Rear: TBD lb.
Total: TBD lb.

DRIVETRAIN PERFORMANCE
Gradeability: 25%
Ground Speed: 65 MPH
Total Reduction: 44:1

Chassis-Cab Specifications			
08	EXTERIOR COLOR: Pure White (Std.)	27	ELECTRICAL: Alternator, 75 Amp. (1125 Watt) Motorcraft Battery (3) Motorcraft 12V 71 Amp./Hr. (535CCA)
10	AXLE, FRONT: 12,000 lb.	30	AD 0 ENGINE: Ford Diesel (240HP) @ 2600 RPM
11	AXLE, REAR: Rockwell RS-23-100 (4.89) 23,000 lb.	36	ENGINE EQUIPMENT: Clutch, 14" 2-Plate Non-Asbestos (Inc.) Exhaust, Vertical Muffler w/ Vertical Pipe Oil Filter, Lubefiner, w/ Steel Case Oil Cooler, Engine Mounted (Std.)
13	AXLE EQUIPMENT: Power Steering (Std.) Front Shock Absorbers	37	ENGINE EQUIPMENT: (Cont'd) Fan Clutch (Std.)
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Cam Type 15" x 4" (Std.) Rear, Cam Type 16-1/2" x 7" (Std.)	40	FRAME: 10.75 SM-110,000 PSI
19	BRAKE EQUIPMENT: Air Parking Brake, Max (Std.) Air Compressor, 12 CFM (Std.)	43	FUEL TANK: Dual 50 Gallon LH and RH "D" Type Steel
22	CAB: Standard Cab (Std.) Seats, National Cush-N-Aire Lo-Back Driver and Fixed Pass. Trim, Charcoal Vinyl (Std.)	47	SUSPENSION, FRONT: 11,000 lb.
23	CAB EQUIPMENT: Assist Handles, RH & LH (Std.) Bright Grille	47	SUSPENSION, REAR: 23,000 lb.
24	CAB EQUIPMENT: (Cont'd) Water in Fuel Warning Light (Std.) Warning Lights, Low Oil Pressure, Low Coolant Level and High Coolant Temp. (Std.)	50/51	TIRES: Front (2) 11.00x22.5G (14PR) Hwy Rear (4) 11.00x22.5G (14PR) Hwy
25	CAB EQUIPMENT: (Cont'd) Map Pocket, LH Horns, Dual Air Cigar Lighter	50/51	WHEELS: Front (2) 22.5x7.50 10-Hole Steel Disc Rear (4) 22.5x7.50 10-Hole Steel Disc
25	CAB EQUIPMENT: (Cont'd) Radio, AM Mirrors, Western S.S. w/ Aux. Convex Tinted Glass, All Fleet Instrument Panel	56	TRANSMISSION: Fuller FS-6106, 6-Speed
30	AD 0	60	MISCELLANEOUS: Tractor Package, 12" Lines

SELECTED WORK-READY SPEC SHEETS

LN-8000-705

FOR
16 BAY
BEVERAGE
TRACTOR



Front GAWR: 10,000 lb.
Rear GAWR: 18,000 lb.
Total GCWR: 60,000 lb.

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

PERFORMANCE DATA
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: TBD lb.
Rear: TBD lb.
Total: TBD lb.

DRIVETRAIN PERFORMANCE
Gradeability: 16%
Ground Speed: 64 MPH
Total Reduction: 42:1

Chassis-Cab Specifications			
08	EXTERIOR COLOR: Pure White (Std.)	27	ELECTRICAL: Alternator, 60 Amp. (900 Watt) Motorcraft Battery (3) Motorcraft 12V 71 Amp./Hr. (535CCA)
10	AXLE, FRONT: 12,000 lb.	30	AD 0 ENGINE: Ford Diesel (210HP) @ 2600 RPM
11	AXLE, REAR: Rockwell RS-23-160 (4.89) 23,000 lb.	36	ENGINE EQUIPMENT: Oil Cooler, Engine Mounted (Std.) Air Cleaner, Single Stage Dry Type (Std.) Vertical Muffler & Pipe, RH
13	AXLE EQUIPMENT: Mag. Trap, Fill & Drain Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Seals, Wet Type, FH Wheel Seals, Wet Type, FH	37	ENGINE EQUIPMENT: (Cont'd) Fan Clutch (Std.)
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Cam Type 15" x 4" (Std.) Rear, Cam Type 16-1/2" x 7" (Std.)	40	FRAME: 10.75 SM-110,000 PSI Single Channel
19	BRAKE EQUIPMENT: Air Parking Brake, Max (Std.) Air Compressor, 12 CFM (Std.) Moisture Ejector, Auto	43	FUEL TANK: 75 Gallon RH Steel "D" Type
22	CAB: Standard Cab (Std.) Seats, National Cush-N-Aire Lo-Back Driver and Fixed Pass. HD Black Vinyl Charcoal Interior (Std.)	47	SUSPENSION, FRONT: 11,000 lb. (Inc.)
23	CAB EQUIPMENT: Grille, Bright	47	SUSPENSION, REAR: 23,000 lb. Low Deflection
24	CAB EQUIPMENT: (Cont'd) Water in Fuel Warning Light (Std.) Warning Lights, Low Oil Pressure, Low Coolant Level and High Coolant Temp. (Std.) Cigar Lighter Map Pocket, LH	50/51	TIRES: Front (2) 11.00x22.5F (12PR) Hwy Rear (4) 11.00x22.5F (12PR) Hwy
25	CAB EQUIPMENT: (Cont'd) AM Radio Mirrors, Western S.S. w/ Aux. Convex Tinted Glass, All Around Mirrors, Western S.S. w/ Aux. Convex	50/51	WHEELS: Front (2) 22.5x7.50 10-Hole Steel Disc Rear (4) 22.5x7.50 10-Hole Steel Disc
30	AD 0	56	TRANSMISSION: Allison MT-643, 4-Speed, Auto
		60	MISCELLANEOUS: Tractor Package, 10 Pl. Lines

LS-8000-701

FOR
GENERAL
PURPOSE
TRACTOR



Front GAWR: 12,000 lb.
Rear GAWR: 21,200 lb.
Total GCWR: 55,000 lb.

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

PERFORMANCE DATA
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: TBD lb.
Rear: TBD lb.
Total: TBD lb.

DRIVETRAIN PERFORMANCE
Gradeability: 20%
Ground Speed: 65 MPH
Total Reduction: 42:1

Chassis-Cab Specifications			
08	EXTERIOR COLOR: Pure White (Std.)	30	AD 0 ENGINE: Ford Diesel (210HP) @ 2600 RPM
10	AXLE, FRONT: 12,000 lb.	36	ENGINE EQUIPMENT: Clutch, 14" 1-Plate Non-Asbestos Exhaust, Vertical Muffler w/ Vertical Pipe Oil Filter, Lubefiner, w/ Steel Case Cold Start Aid, E-Brake Oil Cooler, Engine Mounted (Inc.)
11	AXLE, REAR: Rockwell RS-23-240 (4.86-6.85) 23,000 lb.	37	ENGINE EQUIPMENT: (Cont'd) Fan Clutch (Std.)
13	AXLE EQUIPMENT: Power Steering (Std.) Front Shock Absorbers	40	FRAME: 10.75 SM-110,000 PSI (Std.)
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Cam Type 15" x 4" (Std.) Rear, Cam Type 16-1/2" x 7" (Std.)	43	FUEL TANK: Dual 50 Gallon LH and RH "D" Type Steel
19	BRAKE EQUIPMENT: Air Parking Brake, Max (Std.) Air Compressor, 12 CFM (Std.)	47	SUSPENSION, FRONT: 12,000 lb. (Inc.)
22	CAB: Standard Cab (Std.) Seats, National Cush-N-Aire Lo-Back Driver & Fixed Pass. Trim Color, Charcoal (Std.)	47	SUSPENSION, REAR: 23,000 lb.
23	CAB EQUIPMENT: Assist Handles, RH & LH (Std.) Bright Grille	50/51	TIRES: Front (2) 11.00x22.5G (14PR) Hwy Rear (4) 11.00x22.5G (14PR) Hwy
24	CAB EQUIPMENT: (Cont'd) Water in Fuel Warning Light (Std.) Warning Lights, Low Oil Pressure, Low Coolant Level and High Coolant Temp. (Std.) Map Pocket, LH Horns, Dual Air Cigar Lighter	50/51	WHEELS: Front (2) 22.5x7.50 10-Hole Steel Disc Rear (4) 22.5x7.50 10-Hole Steel Disc
25	CAB EQUIPMENT: (Cont'd) Radio, AM Mirrors, Western S.S. w/ Aux. Convex Tinted Glass, All	56	TRANSMISSION: Clark CL-558, 5-Speed
27	ELECTRICAL: Alternator, 60 Amp. (900 Watt) Motorcraft Battery (3) Motorcraft 12V 71 Amp./Hr. (535CCA)	60	MISCELLANEOUS: Tractor Package, 12" Lines

LT-8000-713

FOR
10/12 YARD
DUMP
(15 FOOT BODY)



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

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

PERFORMANCE DATA
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: (16%)
Rear: (84%)
Total: (100%)

DRIVETRAIN PERFORMANCE
Gradeability: 42%
Ground Speed: 67 MPH
Total Reduction: 80:1

Chassis-Cab Specifications			
08	EXTERIOR COLOR: Rangoon Red (Std.)	27	ELECTRICAL: Alternator, 60 Amp. (900 Watt) Motorcraft Battery (3) Motorcraft 12V 71 Amp./Hr. (535CCA)
10	AXLE, FRONT: 16,000 lb.	30	AD 0 ENGINE: Ford Diesel (240HP) @ 2600 RPM
11	AXLE, REAR: Rockwell SQ-100 (4.63) 40,000 lb.	36	ENGINE EQUIPMENT: Clutch, 14" 2-Plate Non-Asbestos (Inc.) Oil Cooler, Engine Mounted (Std.) Horizontal Muffler & Vertical Pipe Cold Start Aid, E-Brake Steel Lubefiner Oil Filter
13	AXLE EQUIPMENT: Power Steering (Std.) Shock Absorbers, Front Front Wheel Seals Rear Wheel Seals	37	ENGINE EQUIPMENT: (Cont'd) Fan Clutch (Std.)
16	BRAKES, SERVICE: Air Brakes Front Wedge 15"x6" (Inc.) Rear, Cam Type 16-1/2" x 7" (Std.)	40	FRAME: 30.0 SM-110,000 PSI Double Channel All Bolted Front Integral Frame Extension, 24"
19	BRAKE EQUIPMENT: Air Compressor, Bendix 12.0 CFM (Std.) Parking Brake, Max (Std.) Moisture Ejectors, Auto	43	FUEL TANK: Dual 50 Gallon LH and RH "D" Type Steel
22	CAB: Standard Trim (Std.) Seats, National Cush-N-Aire Lo-Back Driver and Fixed Pass Seat Butterfly Hood	47	SUSPENSION, FRONT: 16,000 lb. (Inc.)
23	CAB EQUIPMENT: Grille, Bright (Inc.)	47	SUSPENSION, REAR: Hendrickson RT-380HD 38,000 lb.
24	CAB EQUIPMENT: (Cont'd) Water in Fuel Warning Light (Std.) Warning Lights and Buzzer, Low Oil Pressure, Low Coolant Level and High Coolant Temp. (Std.) Map Pocket, LH Horns, Dual Air Cigar Lighter	50/51	TIRES: Front (2) 15.00x22.5H (16PR) Hwy Rear (8) 10.00x20F (12PR) On & Off Hwy (Gp. V)
25	CAB EQUIPMENT: (Cont'd) Mirrors, Western S.S. w/ Aux. Convex Tinted Glass, All	50/51	WHEELS: Front (2) 22.5x12.25 Cast Spoke Rear (8) 20x7.5 Cast Spoke
		56	TRANSMISSION: Fuller RT-6613 13-Speed
		60	MISCELLANEOUS: Tow Hooks, Front Power Take-Off, Crankshaft

LTS-8000-701

FOR
10/12 YARD
DUMP
(14 FOOT BODY)



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

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

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

DRIVETRAIN PERFORMANCE
Gradeability: 42%
Ground Speed: 67 MPH
Total Reduction: 83:1

Chassis-Cab Specifications			
08	EXTERIOR COLOR: Rangoon Red (Std.)	27	ELECTRICAL: Alternator, 60 Amp. (900 Watt) Motorcraft Battery (3) Motorcraft 12V 71 Amp./Hr. (535CCA)
10	AXLE, FRONT: 16,000 lb.	30	AD 0 ENGINE: Ford Diesel (240HP) @ 2600 RPM
11	AXLE, REAR: Rockwell SQ-100 (4.63) 40,000 lb.	36	ENGINE EQUIPMENT: Clutch, 14" 2-Plate Non-Asbestos (Inc.) Horizontal Muffler & Horizontal Pipe (Std.) Oil Cooler, Engine Mounted (Std.) Steel Lubefiner Oil Filter
13	AXLE EQUIPMENT: Power Steering (Std.) Shock Absorbers, Front Front Wheel Seals Rear Wheel Seals	37	ENGINE EQUIPMENT: (Cont'd) Fan Clutch (Std.)
16	BRAKES, SERVICE: Air Brakes (Std.) Front Wedge 15"x6" (Inc.) Rear, Cam Type 16-1/2" x 7" (Std.)	40	FRAME: 30.0 SM-110,000 PSI Double Channel All Bolted
19	BRAKE EQUIPMENT: Air Compressor, 12 CFM (Std.) Max Parking Brake (Std.)	43	FUEL TANK: 75 Gallon LH Steel "D" Type
22	CAB: Standard Cab (Std.) Seats, National Cush-N-Aire Lo-Back Driver and Fixed Pass. Seats	47	SUSPENSION, FRONT: 16,000 lb. (Inc.)
23	CAB EQUIPMENT: Grille, Bright	47	SUSPENSION, REAR: Hendrickson RT-380HD 38,000 lb.
24	CAB EQUIPMENT: (Cont'd) Water in Fuel Warning Light (Std.) Warning Lights and Buzzer, Low Oil Pressure, Low Coolant Level and High Coolant Temp. (Std.) Cigar Lighter Map Pocket, LH Horns, Dual Air	50/51	TIRES: Front (2) 15.00x22.5H (16PR) Hwy Rear (8) 10.00x20F (12PR) On & Off Hwy (Gp. V)
25	CAB EQUIPMENT: (Cont'd) AM Radio Mirrors, Western S.S. w/ Aux. Convex Tinted Glass, All	56	TRANSMISSION: Fuller RT-6613 13-Speed
		60	MISCELLANEOUS: Tow Hooks, Front

LNT-8000-702

FOR
25 YARD
REAR
LOADER



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

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

PERFORMANCE DATA
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: (112%)
Rear: (88%)
Total: (100%)

DRIVETRAIN PERFORMANCE
Gradeability: 49%
Ground Speed: 58 MPH
Total Reduction: 102:1

Chassis-Cab Specifications			
08	EXTERIOR COLOR: Pure White (Std.)	25	CAB EQUIPMENT: (Cont'd) AM Radio Mirrors, Western S.S. w/ Aux. Convex Tinted Glass, All
10	AXLE, FRONT: 12,000 lb.	27	TC 0 ELECTRICAL: Alternator, 90 Amp. (1050 Watt) Motorcraft Battery (3) Motorcraft 12V 71 Amp./Hr. (535CCA)
11	AXLE, REAR: Rockwell SQ 100 (5.29) 40,000 lb.	30	AD 0 ENGINE: Ford Diesel (210HP) @ 2600 RPM (Std.)
13	AXLE EQUIPMENT: Mag. Fill & Drain Plugs (Std.) Power Steering (Std.) Front Shock Absorbers Front Wheel Seals Rear Wheel Seals	36	ENGINE EQUIPMENT: Throttle, Locking T-Handle (Std.) Oil Filter, Lubefiner w/ Steel Case Exhaust, Horizontal Muffler w/ Vert. Pipe, FH Oil Cooler, Engine Mounted (Std.)
16	BRAKES, SERVICE: Air Brakes (Std.) Front, Cam Type 15" x 4" (Std.) Rear, Cam Type 16-1/2" x 7" (Std.)	37	ENGINE EQUIPMENT: (Cont'd) Fan Clutch (Std.)
19	BRAKE EQUIPMENT: Air Parking Brake, Max (Std.) Air Compressor, 12 CFM (Std.) Moisture Ejectors, Auto	40	FRAME: 26.0 SM-110,000 PSI
22	CAB: Standard Cab (Std.) Seat, Full Width Bench (Std.) Trim, HD Black Vinyl w/Charcoal Int. (Std.)	43	FUEL TANK: 50 Gallon LH "D" Type Steel
23	CAB EQUIPMENT: Assist Handles, RH & LH (Std.) Bright Grille	47	SUSPENSION, FRONT: 12,000 lb. (Inc.)
24	CAB EQUIPMENT: (Cont'd) Gauges, Voltmeter, Oil, Coolant Temp. and Fuel (Std.) Water in Fuel Warning Light (Std.) Warning Lights and Buzzer, Low Oil Pressure, Low Coolant Level and High Coolant Temp. (Std.) Cigar Lighter Map Pocket, LH Horns, Dual Air	47	SUSPENSION, REAR: Hendrickson RT-380 H.D. 38,000 lb.
		50/51	TIRES: Front (2) 10.00x20F Hwy Rear (8) 10.00x20F Super Dtr. WFL (Gp. IV)
		50/51	WHEELS: Front (2) 20x7.5 Cast Spoke Rear (8) 20x7.5 Cast Spoke
		56	TRANSMISSION: Allison MT-653, 5-Speed, Auto
		60	MISCELLANEOUS: Tow Hooks, Front

SELECTED WORK-READY SPEC SHEETS

L-8000

1987 "WORK-READY"-49 STATE VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
LN-8000-701	138/72	55.0	Ford Dsl. (240 HP)	12	23	FS-6106	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-702	138/72	55.0	Ford Dsl. (240 HP)	12	23	FS-6610	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-703	138/72	50.0	Ford Dsl. (210 HP)	12	23	FS-6610	11.00 x 22.5(12)	22.5 x 7.50(D)	A	B
LN-8000-704	138/72	65.0	3208T (215 HP)	12	23	6052-C	11.00 x 22.5(12)	22.5 x 7.50(D)	A	B
LN-8000-705	138/72	60.0	Ford Dsl. (210 HP)	12	23	MT-643	11.00 x 22.5(12)	22.5 x 7.50(D)	A	B
LN-8000-706	138/72	65.0	3208T (215 HP)	12	23	MT-463	11.00 x 22.5(12)	22.5 x 7.50(D)	A	B
LN-8000-707	138/72	55.0	Ford Dsl. (240 HP)	12	23	RT-6610	11.00 x 22.5(14)	22.5 x 8.25(D)	A	B
LN-8000-708	138/72	50.0	Ford Dsl. (210 HP)	9	23	RT-6610	11.00 x 22.5(12)	22.5 x 7.50(D)	A	B
LN-8000-709	150/84	55.0	Ford Dsl. (210 HP)	12	23(2)	CL-558	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-710	150/84	50.0	Ford Dsl. (185 HP)	9	21(2)	CL-558	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-711	150/84	50.0	Ford Dsl. (210 HP)	12	23	RT-6610	011R x 22.5(14)	22.5 x 7.50(D)	A	T
LN-8000-712	150/84	50.0	Ford Dsl. (210 HP)	9	23	RT-6610	11.00 x 22.5(12)	22.5 x 7.50(D)	A	T
LN-8000-713	186/120	28.0	Ford Dsl. (185 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(CS)	H	V
LN-8000-714	204/138	29.9	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(CS)	A	V
LN-8000-715	204/138	29.9	3208T (215 HP)	12	21(2)	6052-C	11.00 x 22.5(12)	22.5 x 7.50(CS)	A	V
LN-8000-716	204/138	29.0	Ford Dsl. (210 HP)	12	21	RT-6610	11.00 x 22.5(12)	22.5 x 7.50(D)	A	V
LN-8000-717	204/138	29.0	Ford Dsl. (240 HP)	12	21	FS-6106	11.00 x 22.5(12)	22.5 x 7.50(CS)	A	V
LN-8000-718	204/138	29.0	Ford Dsl. (210 HP)	12	21	MT-653	11.00 x 20(12)	20 x 8.0(CS)	A	R
LN-8000-719	204/138	28.0	Ford Dsl. (210 HP)	9	21	FS-5106	11.00 x 22.5(12)	22.5 x 7.50(CS)	H	V
LN-8000-720	222/156	28.0	3208N (185 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(CS)	H	V
LN-8000-721	204/138	28.0	Ford Dsl. (185 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(D)	H	V
LN-8000-722	222/156	29.0	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(CS)	A	V
LN-8000-723	222/156	32.0	3208T (215 HP)	12	21(2)	6052-C	11.00 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. (2)—Indicates two-speed rear axle; (D)—Disc wheel; (CS)—Cast spoke wheel. D = Dump. V = Van/Platform. R = Refuse. T = Tractor. B = Beverage.

L-8000

1987 "WORK-READY"-49 STATE VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
LN-8000-724	222/156	29.0	Ford Dsl. (240 HP)	12	21	FS-6106	11.00 x 22.5(12)	22.5 x 8.25(CS)	A	V
LN-8000-725	222/156	29.0	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(D)	A	B
LN-8000-726	222/156	29.0	3208T (215 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 8.25(D)	A	B
LN-8000-727	222/156	29.9	Ford Dsl. (210 HP)	12	21	MT-643	11.00 x 22.5(12)	22.5 x 8.25(D)	A	B
LN-8000-728	222/156	29.9	3208T (215 HP)	12	21	MT-643	11.00 x 22.5(12)	22.5 x 7.50(D)	A	B
LN-8000-729	222/156	28.0	Ford Dsl. (185 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(CS)	A	V
LN-8000-730	222/156	28.0	Ford Dsl. (185 HP)	9	21	FS-5106	11.00 x 22.5(12)	22.5 x 7.50(D)	H	V
LN-8000-731	222/156	29.0	Ford Dsl. (240 HP)	12	21	FS-5106	11.00 x 22.5(12)	22.5 x 7.50(D)	A	V
LN-8000-732	222/156	29.0	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(D)	H	V
LN-8000-733	222/156	29.9	Ford Dsl. (210 HP)	12	21	MT-653	11.00 x 22.5(12)	22.5 x 7.50(D)	A	V
LN-8000-734	222/156	29.9	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.50(D)	A	V
LN-8000-735	222/156	35.0	Ford Dsl. (210 HP)	12	23(2)	CL-558	011R x 22.5(14)	22.5 x 8.25(CS)	A	V
LNT-8000-701	186/120	50.0	Ford Dsl. (240 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(CS)	A	D
LNT-8000-709	186/120	50.0	Ford Dsl. (240 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(CS)	A	D
LNT-8000-710	204/138	51.1	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(14)	20 x 8.0(CS)	A	D
LNT-8000-702	222/156	48.8	Ford Dsl. (210 HP)	12	40	MT-653	10.00 x 20(12)	20 x 7.50(CS)	A	R
LNT-8000-703	222/156	50.0	Ford Dsl. (210 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(D)	A	D
LNT-8000-704	222/156	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LNT-8000-705	222/156	54.0	3208T (215 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LNT-8000-706	222/156	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(14)	20 x 8.0(CS)	A	D
LNT-8000-707	222/156	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(14)	20 x 7.50(CS)	A	D
LNT-8000-708	222/156	48.8	Ford Dsl. (240 HP)	12	40	MT-653	10.00 x 20(12)	20 x 7.50(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/Platform. R = Refuse. T = Tractor. B = Beverage.

L-8000

1987 "WORK-READY"-49 STATE VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
LNT-8000-711	222/156	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	011R x 22.5(14)	22.5 x 8.25(CS)	A	D
LNT-8000-712	222/156	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 7.50(CS)	A	D
LT-8000-701	186/108	48.8	Ford Dsl. (210 HP)	12	40	RT-6613	10.00 x 20(12)	20 x 7.50(CS)	A	D
LT-8000-702	186/108	48.8	Ford Dsl. (240 HP)	12	40	RT-6613	10.00 x 20(12)	20 x 7.50(CS)	A	D
LT-8000-703	186/108	50.0	Ford Dsl. (240 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(D)	A	D
LT-8000-704	186/108	50.0	Ford Dsl. (210 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(CS)	A	D
LT-8000-705	186/108	50.0	3208T (215 HP)	12	40	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-8000-706	186/108	50.0	Ford Dsl. (240 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(D)	A	D
LT-8000-707	186/108	50.0	Ford Dsl. (240 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(CS)	A	D
LT-8000-708	186/108	51.1	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-8000-709	186/108	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(14)	20 x 8.0(CS)	A	D
LT-8000-710	186/108	52.4	3208T (215 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-8000-711	204/126	50.0	Ford Dsl. (240 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(D)	A	D
LT-8000-712	204/126	50.0	Ford Dsl. (210 HP)	12	40	RT-6613	10.00 x 20(14)	20 x 8.0(CS)	A	D
LT-8000-713	204/126	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 8.0(CS)	A	D
LT-8000-714	204/126	52.4	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(14)	20 x 8.0(D)	A	D
LT-8000-715	222/144	48.8	Ford Dsl. (240 HP)	12	40	RT-6613	10.00 x 20(12)	20 x 7.50(CS)	A	D
LS-8000-701	143/84	55.0	Ford Dsl. (210 HP)	12	23	CL-558	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LTS-8000-701	185/126	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 7.50(CS)	A	D
LTS-8000-702	203/144	57.1	Ford Dsl. (240 HP)	16	46	MT-653	11.00 x 20(14)	20 x 8.0(CS)	A	R
LTS-8000-704	203/144	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D
LTS-8000-705	185/126	54.0	Ford Dsl. (240 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 7.5(CS)	A	D

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

L-8000

1987 "WORK-READY"-CALIFORNIA VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
LN-8000-781	138/72	70.0	Ford Dsl. (225 HP)	12	23	MT-653	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-782	150/84	55.0	Ford Dsl. (225 HP)	12	23	FS-6106	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-783	150/84	50.0	Ford Dsl. (225 HP)	12	23	RT-6610	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-784	150/84	50.0	Ford Dsl. (225 HP)	12	23	RT-6610	011R x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-788	150/84	50.0	3208T (200 HP)	12	23	6052-C	11.00 x 22.5(14)	22.5 x 8.25(D)	A	T
LN-8000-785	222/156	32.0	Ford Dsl. (225 HP)	12	21	RT-6610	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
LN-8000-786	222/156	29.9	Ford Dsl. (225 HP)	12	21	FS-6106	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
LN-8000-787	222/156	29.9	Ford Dsl. (225 HP)	12	21	RT-6610	11.00 x 22.5(12)	22.5 x 7.5(D)	A	V
LN-8000-789	222/156	29.0	3208T (200 HP)	12	21	6052-C	11.00 x 22.5(12)	22.5 x 7.5(D)	A	V
LN-9000-781	150/84	80.0	L-10(OA) PT-300	12	23	RT-11609A	11R x 22.5(14)	22.5 x 8.25(D)	A	V
LN-9000-782	150/84	80.0	L-10(OA) PT-270	12	23	RT-11609A	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
LNT-8000-781	222/156	46.0	3208T (200 HP)	12	34	RT-6610	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
LNT-8000-782	222/156	46.0	Ford Dsl. (225 HP)	12	34	RT-6610	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
LT-8000-781	222/144	52.4	3208T (200 HP)	16	40	RT-6613	10.00 x 20(12)	20 x 8.0(D)	A	D
LT-8000-782	222/144	52.4	Ford Dsl. (225 HP)	16	40	RT-6613	11.00 x 20(14)	20 x 8.0(D)	A	D

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

Performance Plus Flexibility

Work-Ready "Flex" Options

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

Yet, they're flexible enough to allow substitutions on items like paint color, 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.
- 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—tube type tires may be upgraded.
- Seats—Bucket seats may be added on L-8000 Series trucks in place of standard bench seats as follows:

L-8000 SERIES	22MF	22MN
• W/Hydraulic Brakes (16HD or 16HG)	Bostrom Westcoaster III Mechanical	Suspended Driver and Fixed Passenger
• W/Air Brakes (16HA and 16HU)	22MU National Cush-N-Aire Lo-Back	22MN Suspended Driver and Fixed Passenger

Tire "Flex" Options

TUBELESS TO TUBE TYPE "FLEX" OPTION CHART

TUBELESS TYPE/WHEEL	TUBE TYPE/WHEEL
9.00 x 20E (10)	20 x 7.0 (2-Pc.)
9.00 x 20F (12)	20 x 7.0 (2-Pc.)
10.00 x 20F (12)	20 x 7.5 (3-Pc.)
11.00 x 20F (12)	20 x 8.0 (3-Pc.)
11.00 x 20G (14)	20 x 8.0 (3-Pc.)

REAR TIRE TREAD "FLEX" OPTION CHART

TIRE SIZE	STD. TREAD (DA)	GROUP IV (DC)	GROUP V MUD/SNOW (DG)	GROUP V ON/OFF (DH)
(TUBE TYPE)				
9.00 x 20E (10)	X	X	X	X
9.00 x 20F (12)	X	X	X	X
10.00 x 20F (12)	X	X	X	X
11.00 x 20F (12)	X	X	X	X
11.00 x 20G (14)	X	X	X	X
(TUBELESS)				
10.00 x 22.5E (10)	X			
10.00 x 22.5F (12)	X			
11.00 x 22.5F (12)	X			
11.00 x 22.5G (14)	X			
11.00 x 24.5G (14)	X			

NO REAR TIRE TREAD UPGRADE PERMITTED

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.

Notable Work-Ready Equipment Features

Work-Ready L-8000 Series trucks are well-equipped with the kinds 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)
- Tubeless Tires (except Dumps and Packers)
- H.D. Rear Springs, For Axle Selected 1-Step Upgrade
- Rockwell Rear Axles

Work-Ready Investments In Value

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 is designed for 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/Clark 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 Fuel-water Separator

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



Eaton Power Steering Pumps

- Direct drive for improved durability.
- High temperature sealing elements for long life.
- Decreased sensitivity to flow losses at high temperature.
- High efficiency filter included in remote reservoir.
- Pressure balanced, self-compensating port plate for high volumetric efficiency.

Eaton/Clark Manual Transmissions

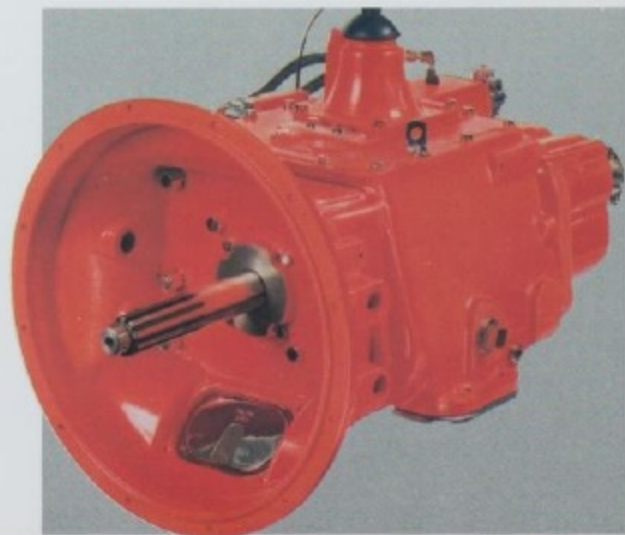
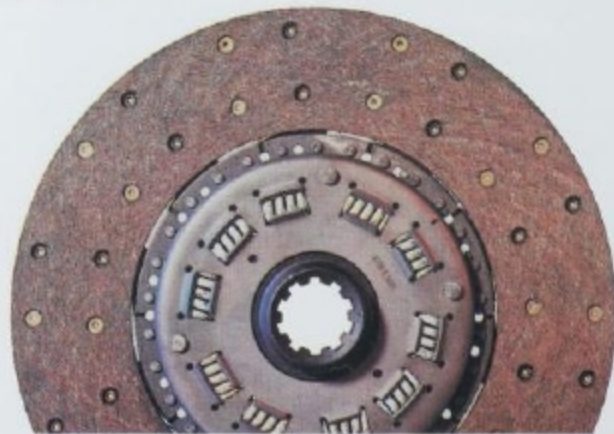
- helical constant mesh gears for quiet operation.
- split-pin synchronizers for smooth shifting.
- all mainshaft gears have needle bearings for high load capacity.

Bendix Air Compressors

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

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.



New Technology For 1987

Ford Diesel Engine

- SAE Fuel Economy Champion (page 6), available in:
 - 185, 210, 240 HP (49 states).
 - 225 HP (Calif. only).
- Engine shutdown system*
 - warning lights and buzzer for low oil pressure, low coolant level, and high coolant temperature.

Rockwell "RS" Rear Axles

- 21,000/23,000 lb. availability extended to L-8000 Series.

Redesigned Instrumentation

- Improved layout of gauges.
- New warning light module with aftermarket provisions for additional monitors such as "water in fuel".

- Easier access to fuse panel for better serviceability.
- Fleet instrument panel available on units with hydraulic brakes.
- Electronic speedometer—for reduced maintenance and solid-state accuracy.

Hydraulic Brakes

- Availability extended to 23,000 lb. rear axle units (except LS-8000).

Electronic Stereo Radio

- Liquid crystal display.
- Backlighting.
- Electronic tuning.
- Local/long-distance tuning switch.
- 6-Button/18-station memory.
- Seek-up/seek-down.
- Separate bass/treble controls.
- Slide-in/lock-in installation.

*Late availability.



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

- 21,000-23,000 lb. rating in single-axle series.
- "extended life" pinion seals for positive sealing.
- precision-forged differential gearing and hot-forged rectangular housing for strength.



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.

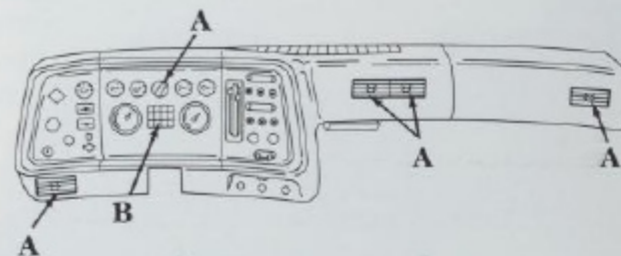
Comfort And Convenience Begins Before You Take The Wheel



It's Called Human Engineering
L-8000 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-8000 instrument panels provide ample "belly" and knee clearance for behind-the-wheel comfort.

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



Electronic Stereo Radio

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



23.2 Sq. Ft. Cab Glass Area
Nowhere is the idea of human engineering more clearly seen than in the L-8000 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-8000 Series windshield wipers clear a big 79% of the windshield area for good visibility in rain and snow.

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-8000 Series. Don't take our word for it. Drop in on your nearest Ford Dealer. See it for yourself.

Standard Cab (Shown Below With Optional Individual Seats)

- Standard features include:
- 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
 - 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.

Custom Interior Trim (Shown Opposite Page With Optional Individual Seats)

- 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 (Not Shown)

- Custom Hi-Level Interior Trim* includes (in addition to or in place of Custom features):
- Charcoal w/black accent or chestnut w/walnut accent 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.



Easy To Service

57° Tilt Hood And Fender Assembly

Down time is wasted time. And income lost. The L-8000 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.

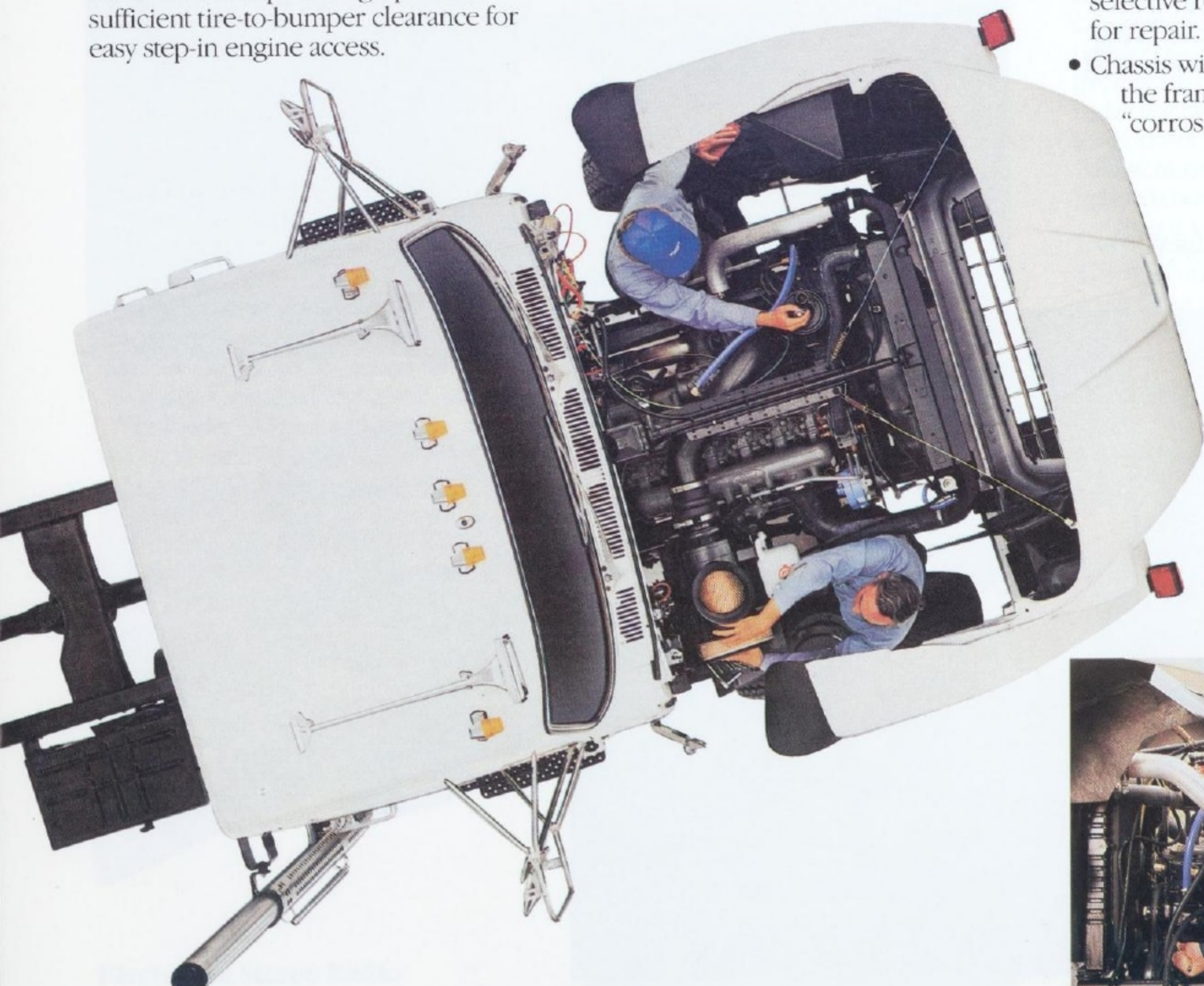
Time is spent performing necessary maintenance, not unnecessary motion.

Butterfly Hood Option

A side-opening butterfly hood option is available on 105-inch BBC cabs where front-mounted equipment would otherwise interfere with tilting the standard hood and fender assembly.

The L-8000 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.
- New 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-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	50%†	50%†
Frame	60	Unlimited	50%†	50%†
Cab Corrosion	36	Unlimited	No Charge	No Charge

*See page 10 for engine warranties. †No charge first 12 months; 50% between 12 months and warranty limits.

A Decade Of Ford Toughness: Nearly 700,000 Trucks Sold... 500,000 Still On The Road!

Ford sold almost 700,000 heavy trucks in the 10-year period preceding July, 1984. As you can see from the accompanying chart, over 500,000 of these trucks are still on the road. In fact, over 75% of Ford big trucks (Classes 6-8) sold during that period are still on the job.

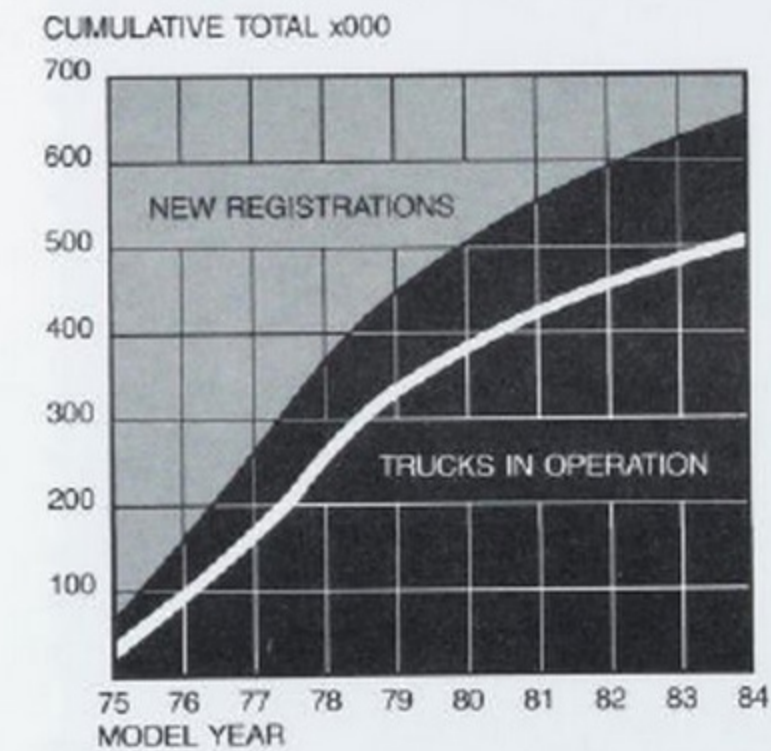
That's bottom line results. That's Ford Tough!

Reduced Downtime

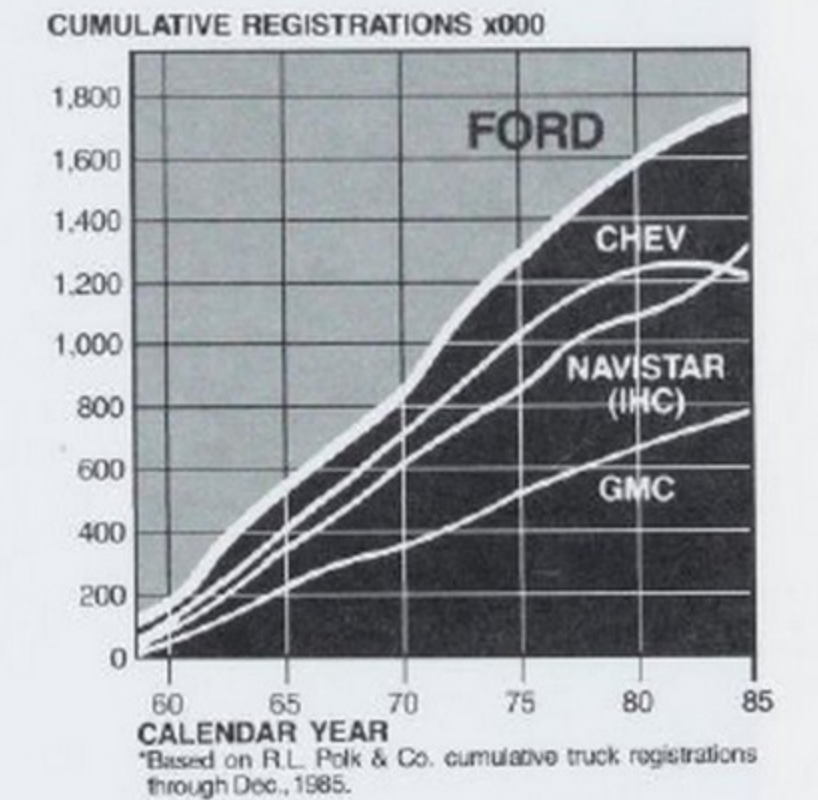
The L-8000 Series is designed to reduce downtime. Maintenance and service checks—shown below on a Ford Diesel engine—can be carried out quickly, helping to keep your truck on the road and you in business: (A) belt adjustment (B) fluid systems (C) air filter replacement and (D) oil level.



Ford Medium And Extra Heavy Truck Registrations And Trucks In Operation By Model Year 1975-1984 (June)



Ford—America's Medium Truck Sales Leader



Ford Full Parts And Service Support

Ford backs your L-8000 Series truck with a network of parts and service centers supporting over 260 Ford Heavy Truck dealers nationwide*

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

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

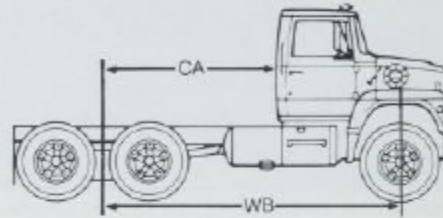


Ford L-8000 Series Specifications

SERIES		SINGLE AXLE SERIES		TANDEM AXLE SERIES		SET-BACK FRONT AXLE	
		L- & LN-8000	LT- & LNT-8000	LS-8000	LTS-8000	SINGLE	TANDEM
GVW Rating (lb.)	Max.	35,000	64,000	39,000	66,000		
GCW Rating (lb.)	Max.	70,000	80,000	70,000	80,000		
AXLE, FRONT Max. Rating (lb.)	Std.	7,000	9,000	9,000	9,000		
	Max. Opt.	16,000*	18,000	16,000	20,000		
AXLE, REAR Max. Rating (lb.)	Std.	21,000	34,000	21,000	34,000		
	Max. Opt.	30,000*	46,000	30,000*	46,000		
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air	Air	Air		
	Opt.	Twin Piston, Power Disc	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		
ENGINE	Std.	Ford Diesel 185 hp**	Ford Diesel 210 hp**	Ford Diesel 185 hp**	Ford Diesel 210 hp**		
	Opt.	Ford Diesel 210**/225*/240**hp Cat. 3208-N 165 hp** Cat. 3208-T 175*/200*/215**hp	Ford Diesel 225*/240**hp Cat. 3208-T 200*/215hp**	Ford Diesel 210**/225*/240**hp Cat. 3208-N 165 hp** Cat. 3208-T 175*/200*/215**hp	Ford Diesel 225*/240**hp Cat. 3208-T 200*/215 hp**		
CLUTCH (Dia. in.)	Std.	14-1 plate	14-1 plate	14-1 plate	14-1 plate		
TRANSMISSION Direct 5-speed trans. available with wide or close ratio	Std.	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 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	Max.	10.76 SM	10.76 SM	10.76 SM	13.3 SM		
	Std.	538,000 RBM	1,183,600 RBM	1,183,500 RBM	1,463,000 RBM		
RBM = Yield Strength X SM	Max.	15.9 SM	30.0 SM†	15.9 SM	30.0 SM†		
	Opt.	1,749,000 RBM	3,300,000 RBM	1,749,000 RBM	3,300,000 RBM		
SUSPENSION, FRONT	Std.	9,000	9,000	11,000	11,000		
	Max. Opt.	16,000*	20,000	16,000	20,000		
SUSPENSION, REAR	Std.	17,500	34,000	17,500	34,000		
	Max. Opt.	24,500*	46,000	24,500	46,000		
AUXILIARY SPRINGS	Std.	4,500	—	4,500	—		
POWER STEERING		Standard	Standard	Standard	Standard		
WHEELS	Std.	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke		
	Opt.	10-Hole Disc*	10-Hole Disc*	10-Hole Disc*	10-Hole Disc*		
TIRES	Std.	9.00x20 10 PR	9.00x20 10 PR	9.00x20 10 PR	9.00x20 10 PR		
	Max. Opt.	011Rx24.5G 14 PR	011Rx24.5 14 PR	011Rx24.5 14 PR	011Rx24.5 14 PR		

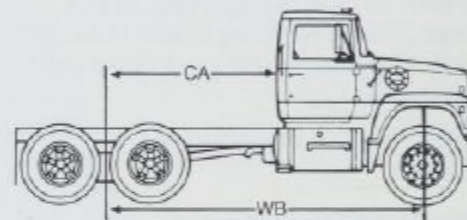
*Special order option. **Not available in California.
†California only. †Includes reinforcements.
‡Not available for tractor. *Steel, aluminum or polished aluminum.

Dimensions



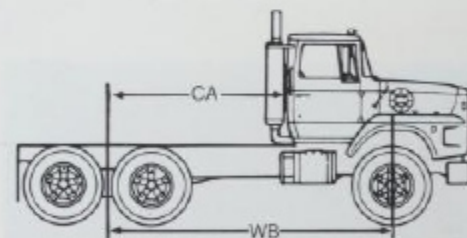
LN/LNT-8000 93.3" BBC

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 105.3" 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 105.3" 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 (NA LS/LTS)
- Aluminum front and rear wheel hubs
- Aluminum wheels (polished)
- Butterfly hood (w/105.3-inch BBC)
- Centrifuse brake drums
- Ether cold starting aid
- Extended front bumper (8½-inch spacer; NA w/extended frame)
- Integral front frame extension
- Silicone hose package
- Stemco wet-type wheel seals
- Wide choice of tandem suspensions:
 - Hendrickson E4-340 and E4-380
 - 4-spring
 - air
 - steel springs and beams
 - extended leaf
 - rubber load cushion
 - "V4" Series*
 - capacities to 65,000 lbs.*

Cab Optional Equipment

- Adjustable steering column
- Air conditioning (includes high output heater and tinted glass all around)
- Air-powered windshield wipers (air-equipped models)
- Bright grille and 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, anodized aluminum
 - Grille, surround moldings
 - Pedestal cab rooflights.

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 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.



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