



# L-9000





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

## Ford L-9000 An Investment In Value



### Low Cost Of Ownership

Economy of operation is a prime design consideration with the L-9000 Series. The Rudkin-Wiley Aerodynamic Improvement Package adds to aerodynamic efficiency. Impressive payload capacities decrease handling costs per unit of loading. And tight maneuverability—53.2' turning diameter in the LTS-9000 (with power steering and 16,000 lb. front axle)—supports fast trip times.

### Premium Diesel Performance

The L-9000 Series is packed with a premium power engine lineup from Cummins and Caterpillar. The lightweight, tough Cummins L-10 Series with Optimized Aftercooling is available up to 300 horsepower.\* And, new for 1987, the Big Cam IV, with Optimized Aftercooling, is offered up to 350 horsepower. Or choose from the Caterpillar 3406B-Series, from 310 to 400 horsepower.

\*SAE J1349

### L-9000 Series Versatility

The conventional L. The short conventional LN. The tandem LT & LNT. The set-back front axle LS or tandem LTS. The L-9000 Series is right for any business you're in—line haul, construction, snow plow, reefer, tanker, refuse, van/platform. Ford makes it easy to get the truck that's right for you with our Work-Ready Program. 33 models are available for quick delivery.

### Contents

Kentucky Truck Plant, Cab	
Construction	4-5
Interiors	6-7
Aerodynamic Improvement Package, Set-Back Axle	8-9
Work-Ready Trucks	10-11
Components and Products	12-13
Engines, Powertrain	
Combinations	14-15
Service Ease, Warranty	16-17
Specifications and Options	18-19



## Skill-Pride-Quality The Kentucky Truck Plant

### The Ford Tradition

Built Tough. With skill, pride and quality. That's the Ford tradition. Our Kentucky Truck Plant (KTP), covering more than 68 acres under roof on a 415-acre site, is one of the largest and most modern manufacturing facilities in the world. Each year it attracts visitors from all over the globe to see Ford's advanced technology and latest production techniques at work—it's the home of the Louisville L-9000 Series.

### 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 Ford F-Series and 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

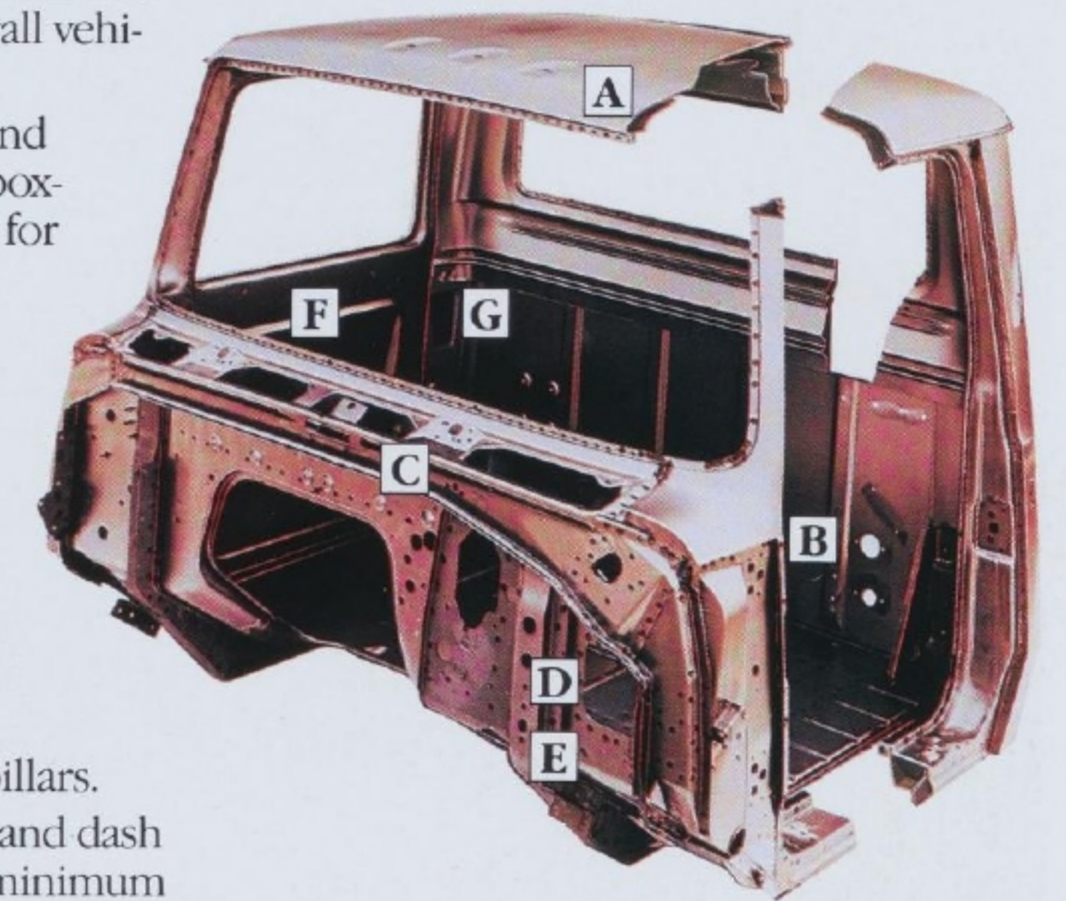
You expect a lot from the dollars you spend on your truck. We expect a lot from what we build. That's why randomly selected L-Series cabs are ripped apart at KTP and examined to make sure welds meet engineering specifications. Every seam is ripped apart with an air hammer and every spot weld—up to 1,700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

### Built Ford Tough—More Than A Slogan

Built Ford Tough is more than just a slogan at KTP. It's a tradition that translates into tangible values like 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 .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



### Rust And Corrosion Protection

At KTP we protect your truck even before it takes to the road. The L-9000 Series 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.

# Comfort And Convenience Begins Before You Take The Wheel



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

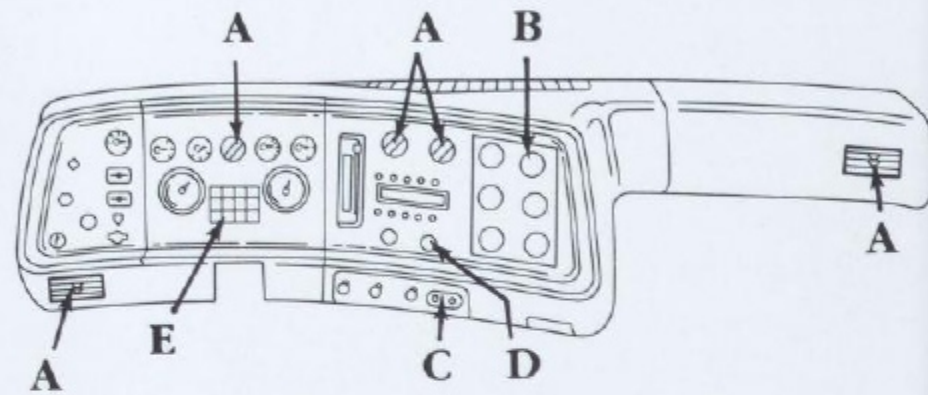
The result—sit behind the wheel and see the difference a Ford makes.

### The "Driver's Cab"

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

### Easy-Read Gauges

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



### Full Instrumentation Panel

**NEW:**

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

### Electronic Stereo Radio

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



### 23.2 Sq. Ft. Cab Glass Area

Nowhere is the idea of human engineering more clearly seen than in the L-9000 Series 23.2 square feet total cab glass area.

The 10.5 sq. ft., one-piece tinted windshield, chair-high seating and sloping hood combine to help you keep your eye on the road immediately in front of the truck—a great advantage around loading docks and congested city streets.

Keeping your eye on the road also means the open road, where you spend most of your time. The L-9000 Series windshield wipers clear a big 79% of the windshield area for good visibility in rain and snow.

### 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-9000 Series. Don't take our word for it. Drop in on your nearest Ford Dealer. See it for yourself.

### Standard Cab (Shown Below)

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 • 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 • Foam-padded seat cushions • LH Safety belts • Cab-back insulation • Fleet panel w/removable air pac and hinged gauge and circuit breaker panels • 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/Polyknit inserts.

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

Custom Hi-Level Interior Trim includes (in addition to or in place of Custom features): • National Companion Lo-Back passenger seat • 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.

# Aerodynamic Improvement Package



## Technology You Can Profit From

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

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

1985 Ford Engineering SAE "coast-down" tests on L-Series trucks fitted with the Aerodynamic Improvement Package showed a 16.5% (no wind) drag improvement over identical trucks without the package.

## Save Up To \$2,000 Per 100,000 Miles

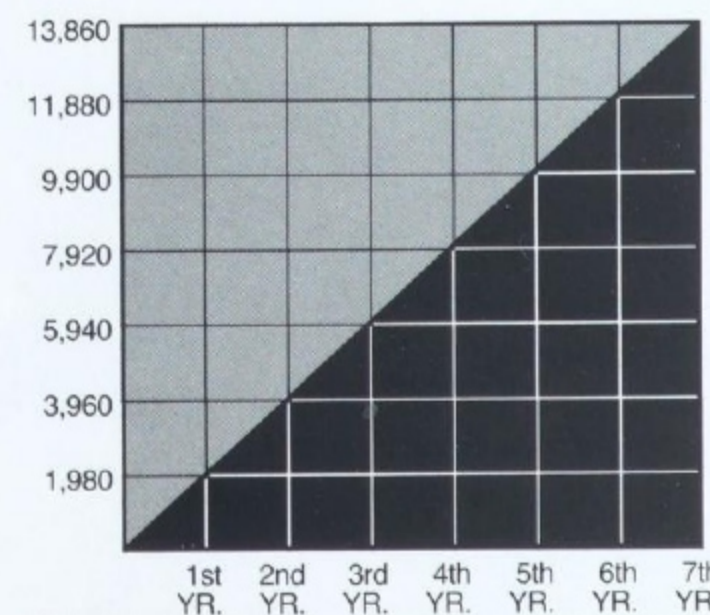
Every 10% improvement in drag reduction—at a constant road speed of 55 mph—results in an approximate 5% increase in fuel economy. A 16.5% drag improvement could save you roughly 8% in fuel costs. Add the Cummins "Big Cam IV" diesel engine, and increase fuel economy another 3% (see page 14).

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

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

## Aerodynamic Improvement Package Estimated Fuel Savings At 55 MPH\*

TOTAL GALLONS SAVED



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

# Set-Back Front Axle Leadership

## 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.

## A Practical Solution To Maximum Loading

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

## Load 1,000 Pounds More On The Front Axle

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

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

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

## Increased Maneuverability

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

The 40° wheel-cut angle and 53.2' turning diameter of the LS-9000, for example (with power steering, 16,000 lb. front axle and 84" CA) is 5.5' less than a comparable LT-9000, and 1.8' less than a comparable LNT-9000.



## Ford Tops The Competition

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

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

The key to set-back axle effectiveness is not in the distance the axle is moved back from the bumper, but rather in the FABC (front axle to back of cab). This dimension added to the CA determines the effective wheelbase. A short wheelbase transfers more payload to the front axle.

The LS-9000's configuration transfers 14% of the total fifth-wheel load (with the 20-inch 5th wheel setting in the

example used) to the front axle. And that's tops among the competition. That's set-back leadership.

## Ford LS-9000 Tops The Competition

Vehicle/Model	CA (in.)	FABC (in.)	Fifth Wheel Load* (lbs.)	% Front Axle	Total Front Axle (lbs.)
<b>Ford LS-9000</b>	<b>84</b>	<b>59</b>	<b>15,000</b>	<b>14%</b>	<b>2100</b>
Int'l. 2675	84	64	15,000	13.5%	2025
Freightliner FLT 11242ST	84	69	15,000	13.1%	1965
Kenworth T600	84	74	15,000	12.7%	1905
Freightliner FLC 1204ST	84	75	15,000	12.6%	1890

\*For calculation purposes, the fifth wheel is set 20" in front of the rear axle. CA = Cab-Axle. FABC = Front Axle to Back of Cab.

# Work-Ready Trucks

**Name Your Job...Chances Are We've Already Built Your Truck**  
You're ready to work. Why buy a truck that isn't? You have a job to do. Waiting for your truck to show up costs you time and money. With Ford's Work-Ready Program your ship's already in. Work-Ready trucks are pre-spec'd and ready for quick delivery. They fit the truck to the job. Not the job to the truck. They're engineered to provide the powertrain, frame, axles and suspension that best match your needs. And, as an added benefit, they carry Extended Service Coverage 36

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

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

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



# Ford L-9000 Work-Ready Performance Packages

**When It's Time To Work—Be "Work-Ready!"**

**Work-Ready Trucks Make Ordering Easy**  
Ford makes it easy for you to get the right truck for your job through our Work-Ready Program. Tailored specifically to Dump (Construction), Van/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 a Work-Ready truck is as easy as circling a code number.

**Work-Ready "Flex" Options**  
Work-Ready Performance Packages are designed to fit the truck to the job. They're pre-engineered to deliver the right frame, powertrain, and suspension/axle capacities for a broad range of given applications. Yet they're flexible enough to allow substitutions on items like paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Work-Ready Performance Package to suit your own individual requirements. Ask your Ford Dealer for details.

**Extended Service Coverage—A \$4,300 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 \$4,300\*—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

Full Parts And Labor For:			
Base Vehicle	WORK-READY		BASIC WARRANTY
	Engine	Powertrain*	
36 Months or 300,000 Miles	Not Covered By Ford	36 Months or 300,000 Miles	12 Months or 50,000 Miles

\*Powertrain components for ESC Coverage purposes include the clutch, manual transmission, driveshaft and rear axle

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

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

## Work-Ready Specification Sheets

Here is a sample Work-Ready Specification sheet with bullet-points highlighting key areas. The following pages contain selected Packages plus a complete listing of the available Packages within the L-9000 Series.

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

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

- Chassis-Cab Specifications.

LN-9000-701			
FOR GENERAL PURPOSE TRACTOR			
01	EXTERIOR COLOR: Pure White (Std.)	27	ELECTRICAL: Alternator 75 Amp. (1125 Watt Delco 250) Battery (4) Motorcraft 12V 28 Amp. Hr. (550CCA)
02	AXLE, FRONT: 12,000 lb.	30	LA
03	AXLE, REAR: Rockwell RS 23-160 (3.73) (Std.) 23,000 lb.	36	ENGINE: Cummins L10 (DA) Formula 240 (Std.) (240HP) @ 1900 RPM
04	AXLE EQUIPMENT: Shimco Oil Shock Front; Ford Shock Absorbers	38	ENGINE EQUIPMENT: Cummins Coolant Filter (Std.); Oil Filter, Cummins By Pass (Std.); Clutch 14" 2-Plate Non-Asbestos (Std.); Exhaust, Vertical Muffler w/ Vertical Pipe (Std.); Cool. Start Aid, Filter
05	CHASSIS WEIGHT: Front: 6,488 lb.; Rear: 4,488 lb.; Total: 10,956 lb.	37	MC
06	BRAKE SERVICE: Air Brakes (Std.); Front Cam Type 15" x 4" (Std.); Rear Cam Type 16" 2" x 7" (Std.)	40	PC
07	BRAKE EQUIPMENT: Air Parking Brake, Air Hornok (Std.); Air Compressor, Bendix 12 CFM	43	FR
08	CAB: Custom Interior; Seat, National Cush. w/ Air-Lo-Back; Door and Fwd. Panel; Chestnut Polyurethane Vinyl Trim (Std.)	44	HF
09	CAB EQUIPMENT: (Cont'd) Horns, Single Air (Std.); Mirrors, Left/Right, Engine Oil Temp.	47	MD
10	CAB EQUIPMENT: (Cont'd) Mirror, Western SS w/ Aux. Conv. (Std.); Radio, AM	47	SP
11	FRONT GLASS, A1	50/51	TIR
12	FRONT FLOOR, Floor (Std.)	50/51	WHE
13	FRONT END, 22.5x8 25 10 Hole Steel Disc	56	FE
14	FRONT END, 22.5x8 25 10 Hole Steel Disc	60	FR
15	FRONT END, 22.5x8 25 10 Hole Steel Disc	60	FN
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59	FRONT END, 22.5x8 25 10 Hole Steel Disc		
60	FRONT END, 22.5x8 25 10 Hole Steel Disc		

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



# L-9000

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

1987 "WORK-READY" Code	WB/CA	GVWR GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Vocation
LN-9000-701	150/84	80.0	L-10(OA) F-240	12	23	RT-11609A	11R x 22.5(14)	22.5 x 8.25(D)	T
LN-9000-702	150/84	80.0	BC IV NTC-315	12	23	RT-11609A	11R x 22.5(14)	22.5 x 8.25(D)	T
LN-9000-703	150/84	80.0	BC IV F-300	12	23	RT-11609A	11R x 24.5(14)	24.5 x 8.25(D)	T
LN-9000-704	150/84	80.0	L-10(OA) F-270	12	23	RT-11609A	11R x 22.5(14)	22.5 x 8.25(D)	T
LNT-9000-701	150/84	82.0	BC IV F-300	12	40	RT-11610	011R x 22.5(14)	22.5 x 8.25(D)	T
LNT-9000-702	150/84	82.0	BC IV F-350	12	40	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	T
LNT-9000-703	150/84	82.0	BC IV NTC-315	12	40	RTO-11613	011R x 22.5(14)	22.5 x 8.25(D)	T
LNT-9000-704	150/84	82.0	L-10(OA) F-300	12	40	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	T
LNT-9000-705	162/96	82.0	BC IV F-300	12	40	RT-11609A	011R x 24.5(14)	24.5 x 8.25(D)	T
LNT-9000-706	246/180	60.0	L-10(OA) PT-300	16	46	RTO-11613	11.00 x 20(14)	20 x 8.0(CS)	R
LNT-9000-707	246/180	60.0	L-10(OA) PT-270	16	46	RTO-11608LL	11.00 x 20(14)	20 x 8.0(CS)	R
L-9000-701	162/84	80.0	L-10(OA) F-300	12	23	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	T
LS-9000-701	143/84	80.0	L-10(OA) F-300	12	23	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	T
LT-9000-701	162/84	82.0	L-10(OA) PT-300	12	40	RTO-11613	11.00 x 22.5(12)	22.5 x 7.5(CS)	T
LT-9000-702	162/84	82.0	E-3406B 350	12	40	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	T
LT-9000-703	186/108	82.0	E-3406B 310	12	40	RT-11609A	011R x 22.5(14)	22.5 x 8.25(CS)	T
LT-9000-704	186/108	82.0	L-10(OA) PT-300	12	40	RT-11609A	11R x 22.5(14)	22.5 x 8.25(CS)	T
LT-9000-705	204/126	52.0	L-10(OA) PT-270	16	40	RTO-11608LL	10.00 x 20(12)	20 x 8.0(CS)	D
LT-9000-706	204/126	60.0	BC IV NTC-350	16	46	RTO-14608LL	10.00 x 20(14)	20 x 8.0(D)	D
LT-9000-707	204/126	82.0	BC IV NTC-350	12	40	RTO-14613	011R x 22.5(14)	22.5 x 8.25(D)	T
LT-9000-708	204/126	82.0	3406B 350	12	40	RT-14615	011R x 22.5(14)	22.5 x 8.25(CS)	T
LT-9000-709	222/144	54.0	L-10(OA) PT-300	16	40	RTO-11608LL	10.00 x 20(12)	20 x 8.0(CS)	D
LT-9000-710	204/126	82.0	3406B 350	12	40	RT-14615	011R x 22.5(14)	22.5 x 8.25(CS)	T
LT-9000-711	186/108	52.0	L-10(OA) PT-300	16	40	RT-11608LL	11.00 x 20(14)	20 x 8.0(CS)	D
LT-9000-712	186/108	51.2	BC IV NTC-350	16	46	RTO-14608LL	11.00 x 22(14)	22 x 8.0(CS)	D
LT-9000-713	222/144	52.0	L10(OA) PT-270	16	46	RTO-11608LL	10.00 x 20(12)	20 x 7.5(CS)	D
LT-9000-714	222/144	54.0	BC IV NTC-350	18	40	RT-14613	011R x 24.5(14)	24.5 x 8.25(D)	D
LTS-9000-701	203/144	61.0	L-10(OA) PT-270	18	46	RTO-11608LL	11.00 x 20(14)	20 x 8.0(CS)	D
LTS-9000-702	203/144	62.0	BC IV NTC-315	18	46	RTO-11608LL	11.00 x 20(14)	20 x 8.0(CS)	R

## 1987 "WORK-READY"-CALIFORNIA VEHICLES

LT-9000-781	186/108	82.0	BC IV NTC-350	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LT-9000-782	222/144	50.0	BC IV NTC-350	12	40	RTO-14613	11.00 x 20(14)	20 x 8.0(D)	T
LNT-9000-781	150/84	82.0	BC IV NTC-350	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
LNT-9000-782	222/156	82.0	BC IV NTC-350	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	D

(\*) - Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. R = Refuse. T = Tractor. D = Dump.  
(D) - Disc wheel; (CS) - Cast spoke wheel.

# Extended Service Coverage

### A \$4,300 Value

Extended Service Coverage (ESC) helps you drive down the cost of ownership by tripling the coverage time of your basic warranty protection. Receive Extended Service Coverage on Work-Ready L-9000 units with full parts and labor coverage for 36 months/300,000 miles (except the engine). A \$4,300 value.\*

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

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

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

### ESC vs. Basic Warranty

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

\*Engines warranted by the Manufacturer. †Excludes clutch.





# Rugged Components For Proven Performance

## The Next Logical Step In Truck Value

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

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

So when you buy a Ford truck, you buy a Total Truck. This means that the whole unit, including its key componentry, has been design-integrated to offer uncompromising quality and advanced technology.

Work-Ready Program. Extended Service Coverage. Premium Suppliers. The Total Truck. That's Ford—working to keep your truck on the road and you in business.

## All-Bolted Frames

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



## Fleetguard Fuel-water Separators

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

## Clutches

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

## Cummins Air Compressors

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

noise and extended ring and cylinder bore life.

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

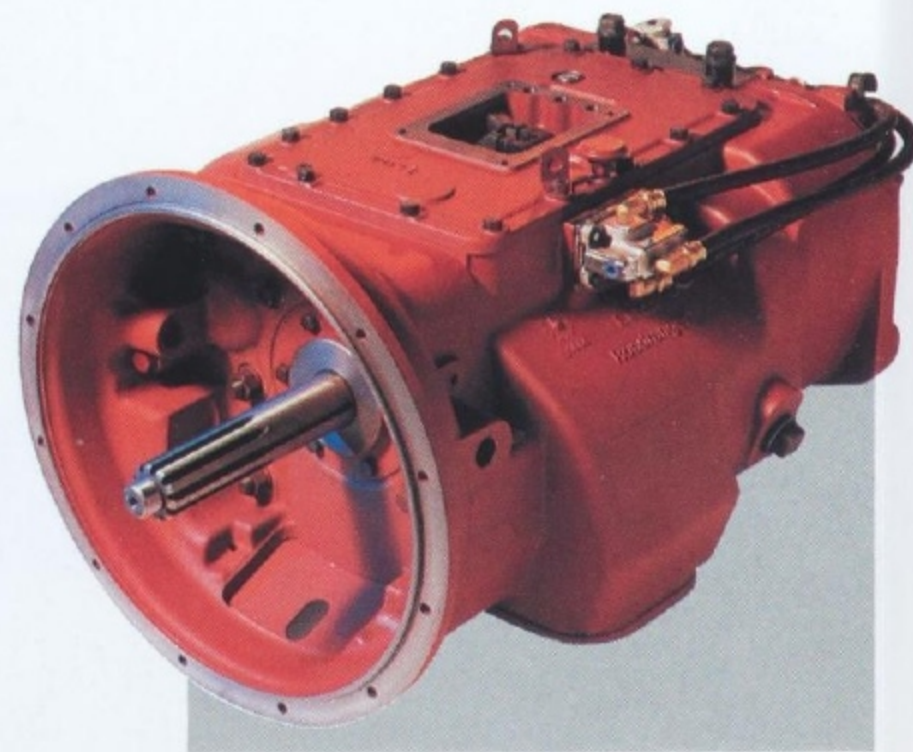


## Eaton Power Steering Pumps

- 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.

## Fuller Transmissions

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



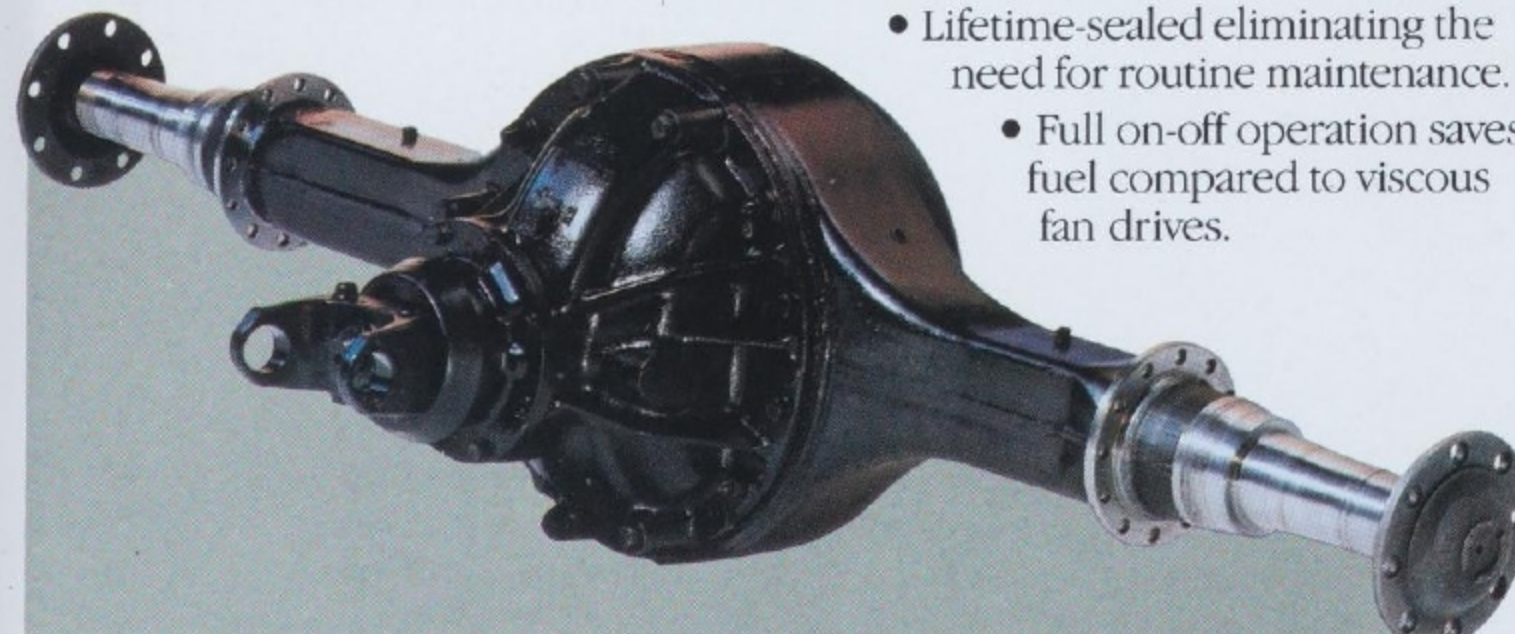
## Bendix Air Dryers\*

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

\*Special Order Option.

## Rockwell Rear Axles

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



## New Technology For 1987

### Cummins Big Cam IV (OA)

- Cummins Big Cam IV diesel engines with Optimized Aftercooling for increased fuel economy, less thermal stress and reduced emissions.

### Cummins I-10 (OA)

- Cummins I-10 diesel engine with Optimized Aftercooling—600 pounds lighter than the NTC engine.

### Redesigned Instrumentation

- Increased knee room for added comfort.
- 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.

### Set-Back Axle

- Faster delivery on LS (Set-back front axle) models.
- Bostrom Air-715E and West-coaster III seats, featuring 3-position lumbar adjustment.

### 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

### LN/LNT Straight Frame Availability

LN/LNT straight frame availability increases flexibility to allow spec'ing of Cummins engines of 300 hp. or more.

## Bendix Fan Clutches

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



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

# The Ford Power Team— It Pays To Belong

## 17 Engines From Caterpillar And Cummins

No matter what your power requirements may be, the L-9000 Series is there to meet them with 17 engines from Caterpillar and Cummins. (Cat engines not available in California.)

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

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

## Caterpillar 3406B— Proven Heavy-Duty Power

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

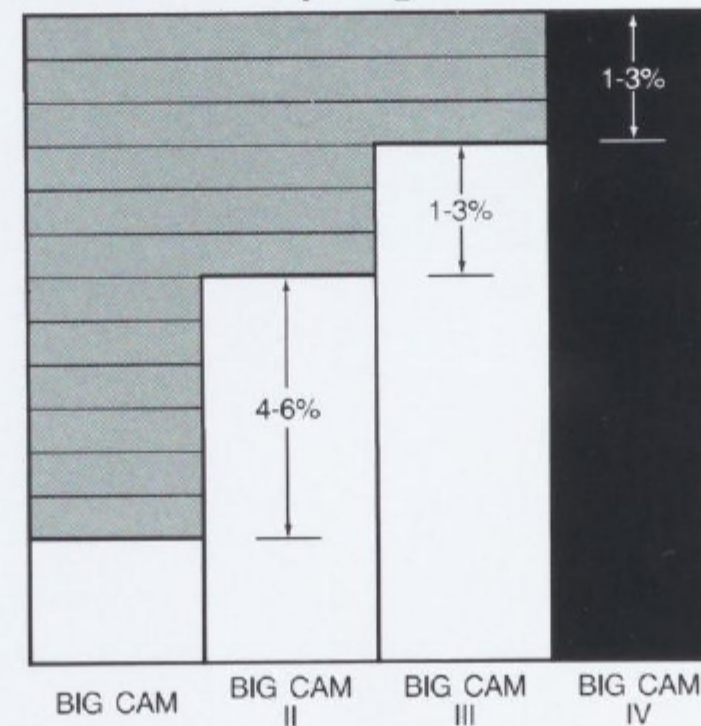
- Jacket Water Aftercooling—for increased combustion efficiency and reduced emissions.
- Full Range Governor—(not min-max) for automotive-type speed control and reduced gear shifting.
- Direct Injection Scroll Fuel System—results in lower emissions plus improved fuel economy. Individual scroll-type fuel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

## Optimized Aftercooling From Cummins

Optimized Aftercooling represents a major advance in the refinement of the air intake system of the diesel.

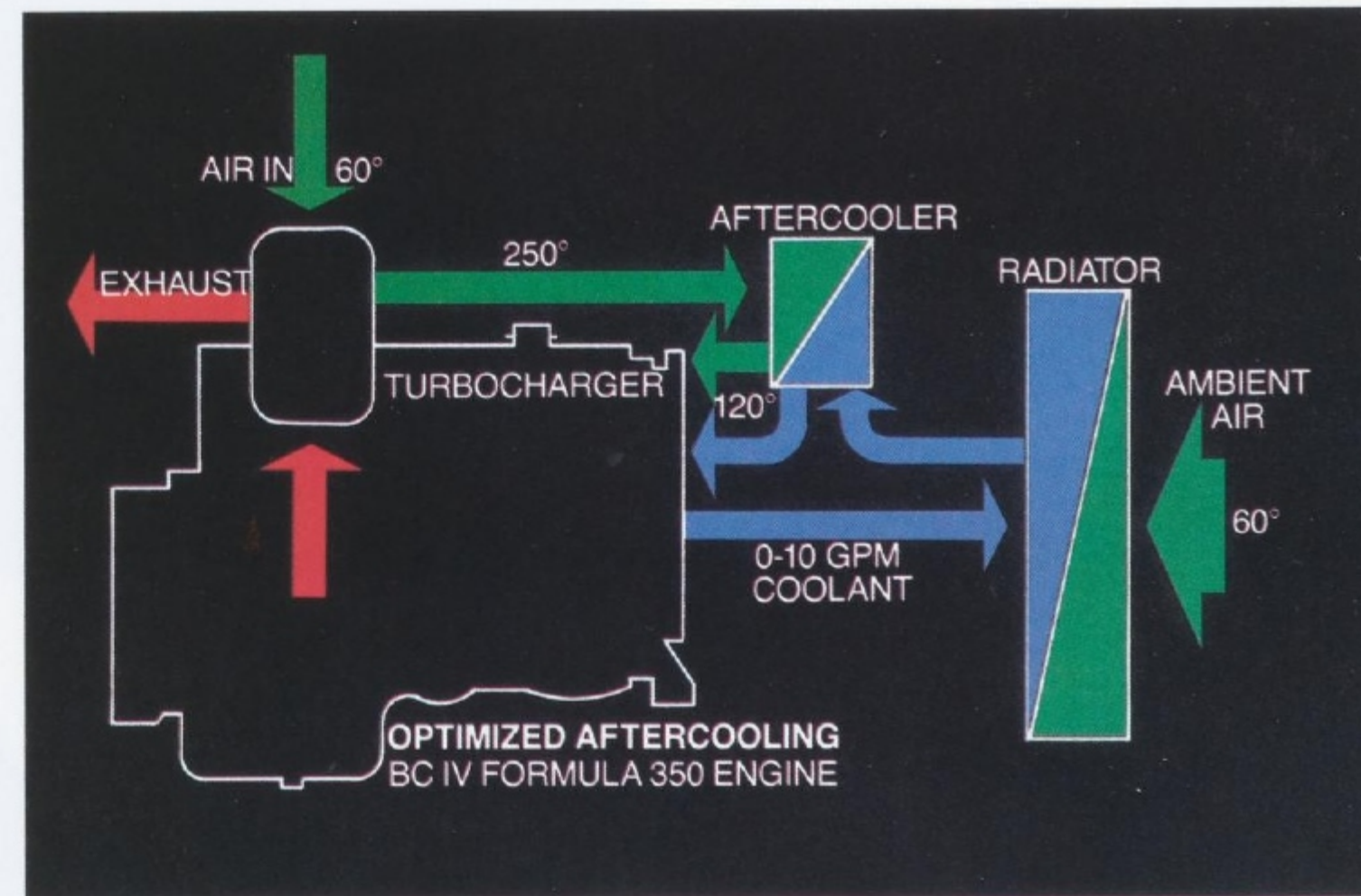
Simply put, Optimized Aftercooling reduces the temperature of the air in the engine's combustion chamber. Because cool air contains more oxygen per cubic inch than warm air, it burns with greater thermal energy.

## Fuel Economy Improvements



## Fuel Improvement of 6 To 12%

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



Optimized Aftercooling reduces turbocharged air to relatively low temperatures. The end result is improved fuel economy and engine response.

## The Ford Power Team— It Pays To Belong

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 to 5.15 mpg) could save approximately \$1200 every 200,000 miles.

# Performance And Economy



## Blue Chip Performance

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

best matches your needs. Custom spec'd or Work-Ready, any way you look at it you win.

## Winning Combinations

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

## Easy To Service

### 57° Tilt Hood And Fender Assembly

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

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

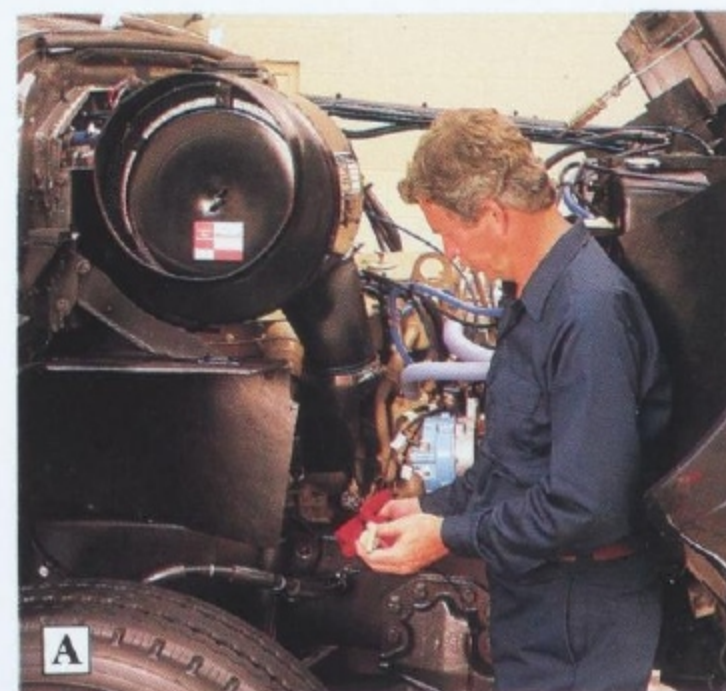
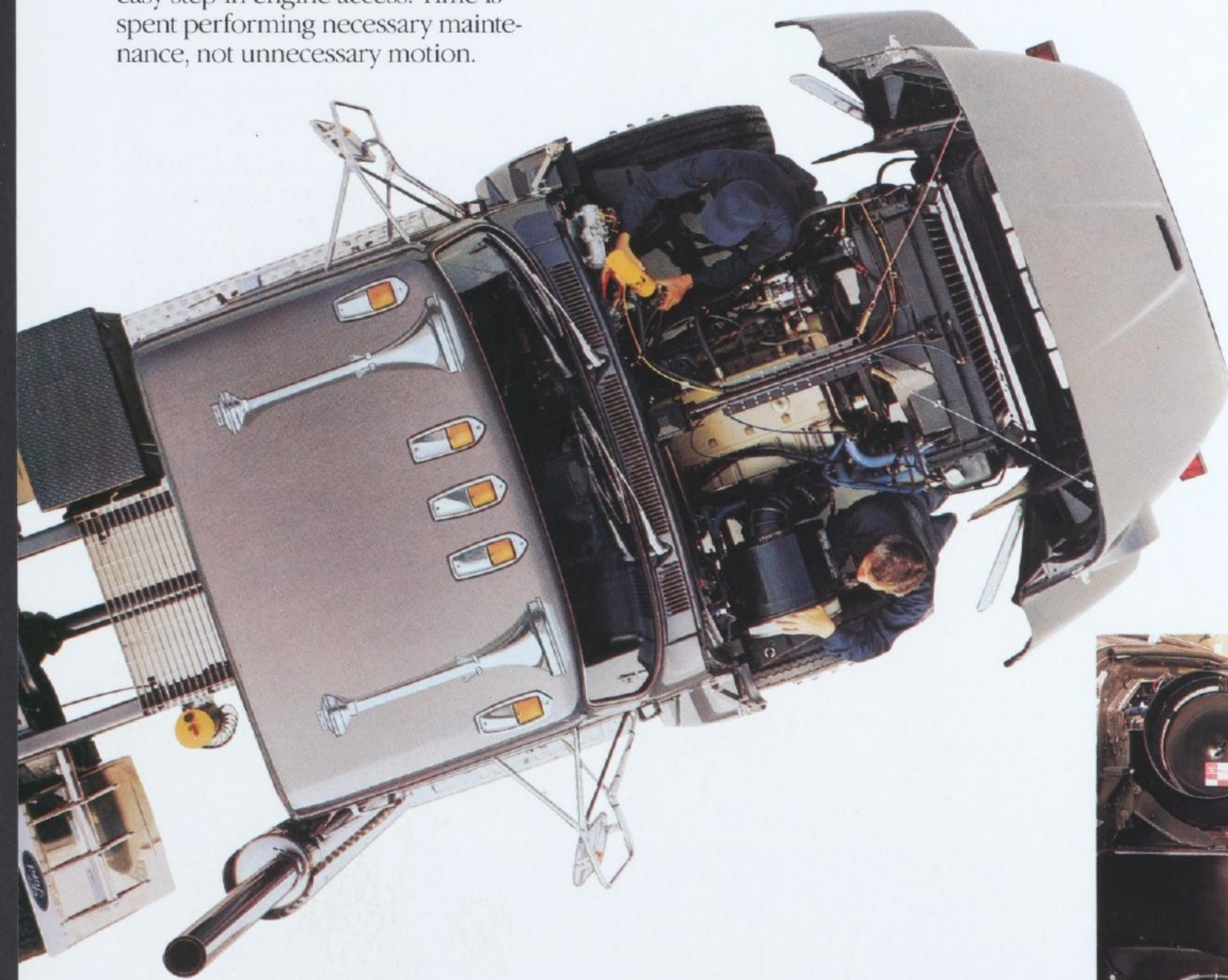
### Butterfly Hood Option

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

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

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

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



## Keeping Your Truck On The Road And You In Business

### L-9000 Series Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle	12	50,000	No Charge	No Charge
Engine*	—	—	—	—
Drivetrain†	24	150,000	50%†	50%†
Frame	60	Unlimited	50%†	50%†
Cab Corrosion	36	Unlimited	No Charge	No Charge
A/C	12	Unlimited	No Charge	No Charge

\*Engines are warranted by the manufacturer. †Excludes clutch.  
†No charge first 12 months or 50,000 miles; 50% between 12 months and time coverage of warranty.

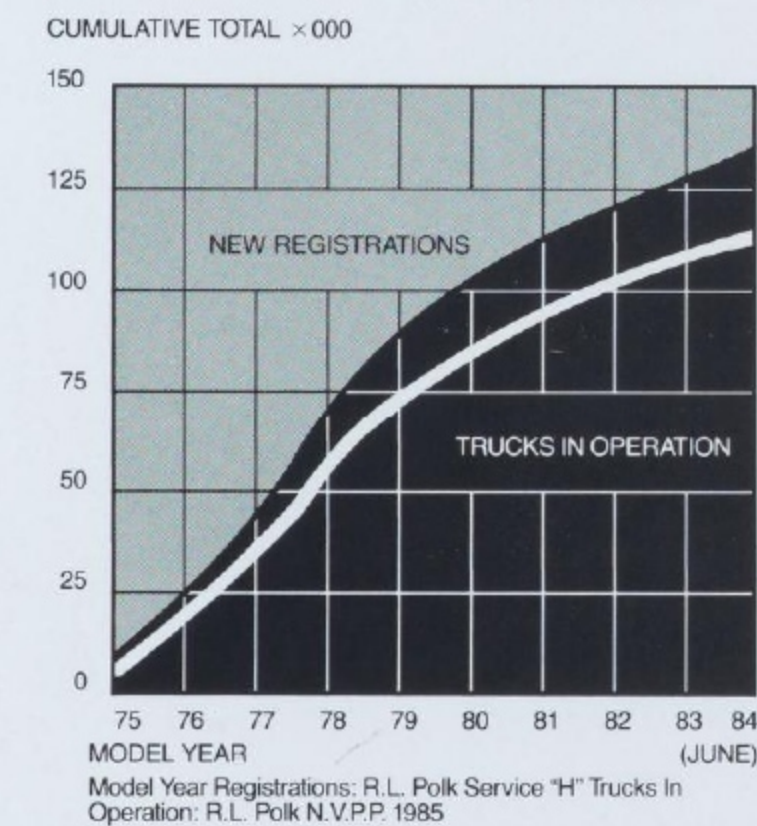
**A Decade Of Ford Toughness: Over 137,000 Trucks Sold... Over 112,000 Still On The Road!**  
Ford sold over 137,000 heavy trucks in the 10-year period preceding July, 1984. As you can see from the accompanying chart, over 112,000 of these trucks are still on the road. In fact, over 82% of Ford big trucks (Class 8) sold during that period are still on the job.

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

### Reduced Downtime

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

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



### 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. Over-all weight is not the essential factor in determining payload capacity. Weight distribution—how much payload can be transferred to the front axle—is the essential ingredient.

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

See your Ford Dealer for specifications.

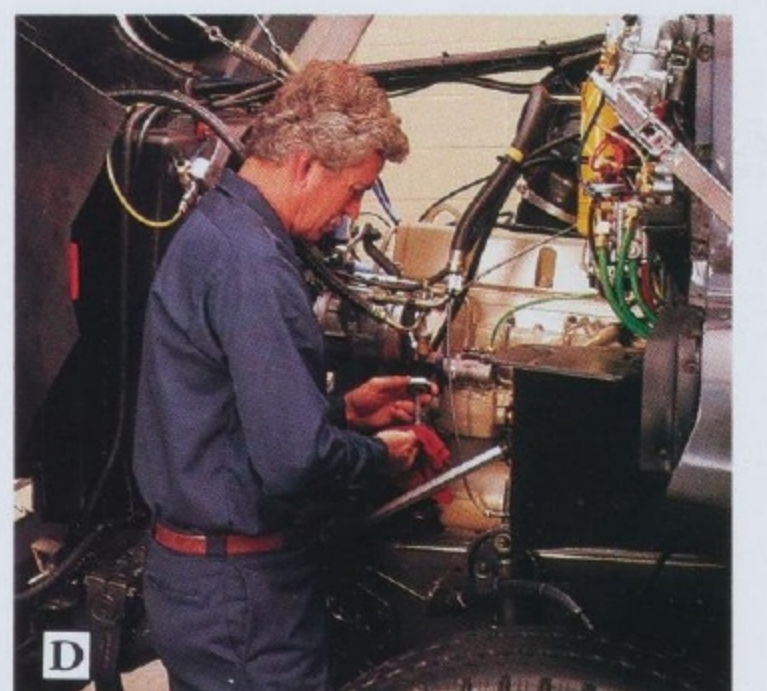
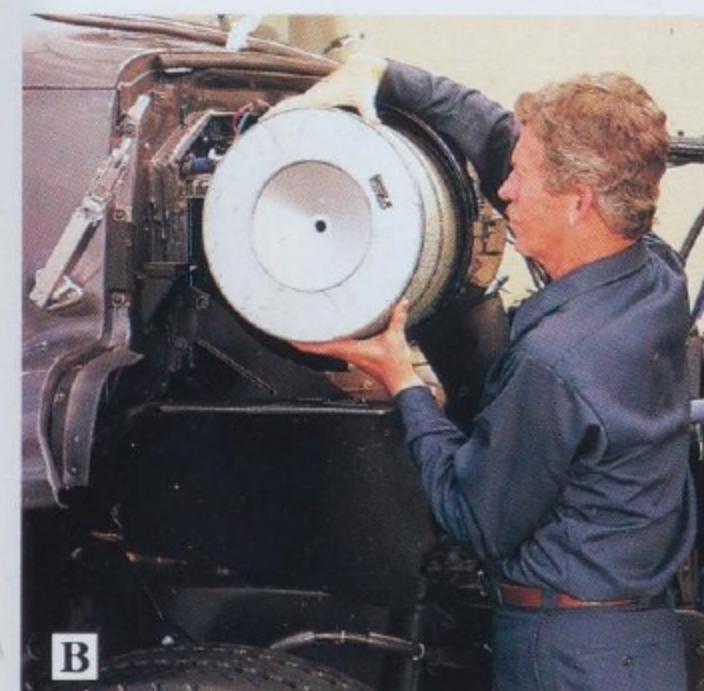


### Ford Full Parts And Service Support

Ford backs your L-9000 with a network of parts and service centers supporting over 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.

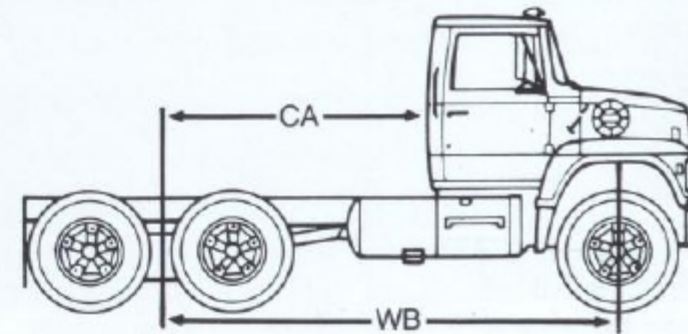


# Ford L-9000 Series Specifications

SERIES		SINGLE AXLE SERIES	TANDEM AXLE SERIES	SET-BACK FRONT AXLE	
		L- & LN-9000	LT- & LNT-9000	SINGLE	TANDEM
		LS-9000	LTS-9000		
GVW Rating (lb.)	Max.	35,000	64,000	39,000	66,000
GCW Rating (lb.)	Max.	80,000	82,000	80,000	82,000
AXLE, FRONT Max. Rating (lb.)	Std.	9,000	9,000	12,000	12,000
	Max. Opt.	16,000*	18,000	16,000	20,000
AXLE, REAR Max. Rating (lb.)	Std.	23,000	34,000	23,000	34,000
	Max. Opt.	30,000*	65,000*	30,000*	65,000*
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air	Air	Air
BRAKES, PARKING	Std.	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type
ENGINE	Std.	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240
	Opt.	Cummins L-10 (OA) Formula 270/300 Power Torque 240/270/300 "Big Cam IV" (OA) Formula 300/315/350 NTC 315/350 Caterpillar 3406B-310 <sup>†</sup> @ Economy 3406B-310 <sup>†</sup> @	Cummins L-10 (OA) Formula 270/300 Power Torque 240/270/300 "Big Cam IV" (OA) Formula 300/315/350 NTC 315/350 Caterpillar Economy 3406B <sup>†</sup> 310 <sup>†</sup> /350 <sup>†</sup> /400 <sup>†</sup> 3406B-310 <sup>†</sup> / 350 <sup>†</sup> /400 <sup>†</sup>	Cummins L-10 (OA) Formula 270/300 Power Torque 240/270/300 "Big Cam IV" (OA) Formula 300 <sup>†</sup> / 315 <sup>†</sup> /350 <sup>†</sup> NTC 315 <sup>†</sup> /350 <sup>†</sup> Caterpillar 3406B-310 <sup>†</sup>	Cummins L-10 (OA) Formula 270/300 Power Torque 240/270/300 "Big Cam IV" (OA) Formula 300 <sup>†</sup> / 315 <sup>†</sup> /350 <sup>†</sup> NTC 315 <sup>†</sup> /350 <sup>†</sup> Caterpillar 3406B-310 <sup>†</sup> /350 <sup>†</sup>
CLUTCH (Dia. in.)	Std.	14-2 plate	14-2 plate	14-2 plate	14-2 plate
TRANSMISSION	Std.	9-speed	9-speed	9-speed	9-speed
	Opt.	7-, 8-, 9-, 10-, 13-speeds	6-, 7-, 8-, 9-, 10-, 13-speeds	7-, 8-, 9-, 10-, 13-speeds	6-, 7-, 8-, 9-, 10-, 13-speeds
FRAME	Max. Std.	10.76 SM 1,183,600 RBM	13.3 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM
	Max. Opt.	15.9 SM 1,749,000 RBM	30.0 SM <sup>‡</sup> 3,300,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM <sup>‡</sup> 3,300,000 RBM
SUSPENSION, FRONT	Std.	9,000	9,000	12,000	12,000
SUSPENSION, REAR	Max. Opt.	16,000*	20,000	16,000*	20,000
	Std.	21,000	34,000	21,000	34,000
AUXILIARY SPRINGS	Max. Opt.	24,500 <sup>#</sup>	46,000	24,500*	46,000
	Std.	4,500	—	4,500	—
POWER STEERING	Std.	Optional	Optional	Standard	Standard
WHEELS	Std.	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt.	10-Hole Disc**	10-Hole Disc**	10-Hole Disc**	10-Hole Disc**
TIRES	Std.	10.00x20 12 PR	10.00x20 12 PR	10.00x20 12 PR	10.00x20 12 PR
	Max. Opt.	011Rx24.5 14 PR	011Rx24.5 14 PR	011Rx24.5 14 PR	011Rx24.5 14 PR

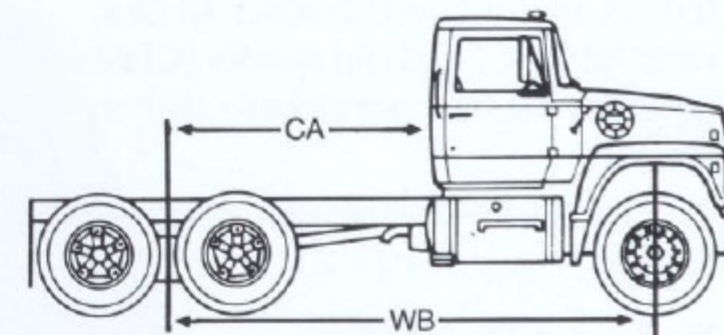
\*Special order option. †Not available in California.  
 @NA w/LN-9000.  
 ‡Includes reinforcements. #Not available for tractor.  
 \*\*Steel, aluminum or polished aluminum.  
 †NA w/LNT.

## Dimensions



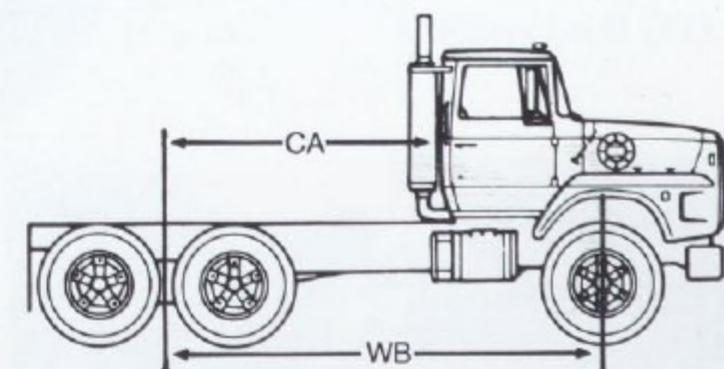
LN/LNT-9000 93.3" BBC

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



L/LT-9000 105.3" BBC

WB	150"	162"	174"	186"	204"	222"
CA	72"	84"	96"	108"	126"	144"
L-9000	X	X	X	X	X	X
LT-9000	X	X	X	X	X	X



LS/LTS-9000 105.3" BBC

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

## Chassis Optional Equipment

- Aluminum front bumper (NA LS/LTS)
- Aluminum front/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
- Self-adjusting clutch
- 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.\*
- Adjustable steering column

## Cab Optional Equipment

- Air conditioning (includes high output heater and tinted glass all around)
  - Air-powered windshield wipers
  - Bright grille and surround molding
  - Bright windshield molding (standard cab)
  - Full instrumentation panel
  - Sun visor, exterior\*
- \*Special Order Option.

### Custom Exterior Trim

Includes (in addition to or in place of Standard Trim) Bright Finish:

- Windshield molding
- Grille, anodized aluminum
- Grille, surround moldings
- Pedestal cab rooflights (five).

### Custom Hi-Level Exterior Trim

Includes (in addition to or in place of Custom Exterior Trim) Bright Finish:

- Rectangular Dietz cab roof lights (five)
- Hadley air horns—dual base
- Aluminum bumper
- Western mirrors w/bright auxiliary convex mirrors
- Fender-mounted turn signals
- Vent window frame and divider bar.

### Options Availability

Some options displayed or described here and elsewhere in this catalog are available at extra cost and may be offered in combination with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

### Product Changes

Ford Truck Operations reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with their respective sales organizations, and Ford assumes no responsibility for their use.

### Federal Regulations

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

### "Ask Your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.



# With Ford, You're Never Far From Home!

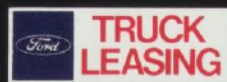


## Toll-Free Sales & Service Hotline

Call toll-free 1-800-FORD 1ST (367-3178)\* for information concerning L-9000 Series sales, parts and service facilities. Operators are ready to take your call from 8 A.M. to 8 P.M. (EST). With Ford, you're never far from home.

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

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



FORD PARTS AND SERVICE DIVISION



## Ford Means Business In Big Trucks



## FORD L-9000

TRUCK OPERATIONS

