

THE NEW FORD



LTL 9000



Introducing LTL-9000

... in the great
Louisville tradition

The latest premium truck from Louisville. The Ford LTL-9000 brings with it all of the tried and trusted features associated with the popular Louisville Line conventionals for the past eleven years.

The LTL-9000 is built at Ford's modern Kentucky Truck Plant on a special line committed to the production of premium trucks. This new long conventional is a development of the proven Louisville Line. It comes ready to work, whatever your job — from highway applications of all types to off-road service. The new full conventional Ford LTL-9000... in the great Louisville tradition.

The new Ford LTL-9000 is a 116 in. BBC full conventional with all the power, ride, serviceability and handsome good looks truckers need. Plus, the toughness and flexibility that you've come to expect from Ford Louisvilles. It's available with a very wide range of components and features to match you and your job... including three interior trim levels and a wide choice of engines, transmissions, axles and other equipment. The Ford LTL has advanced-design battery boxes, fuel tanks, exhaust system and engine installation to match its prominent new hood-and-fender assembly.



Custom Hi-Level interior is fully trimmed with full coverage of interior sheet-metal. Shown in dove grey with red accent, it's also available in caramel with contrasting caramel accent. Included is 36-ounce carpet on floor, engine cover, cowl panels and dual map pockets. Additional features are a 21 in. sport steering wheel, full-padded door trim panels, polyknit/vinyl headlining and National Companion Lo-Back seat with fore-aft isolator and lockout.



The sleeper compartment is comfortable and carefully appointed with a 6-in.-thick innerspring mattress fully 30 in. wide by 80 in. long. Heater, fresh air vents and interior lights are all standard. Built-in radio speakers and controls, dual doors, and mattress cover are included with Custom Hi-Level trim (shown).

**designed for a wide range
of applications**

Ford LTL-9000

Full-conventional room to spare for big diesels

In the Ford LTL-9000, there's plenty of room out front for big diesels to give you the performance for the job.

DIESEL ENGINE CHOICES	
Engine	SAE Max. Gross Horsepower Rating
Cummins "Big Cam II" NTC-300	(300 hp @ 2100 rpm)
Cummins "Big Cam II" Formula 300	(300 hp @ 1800 rpm)
Cummins "Big Cam II" NTC-350	(350 hp @ 2100 rpm)
Cummins "Big Cam II" Formula 350	(350 hp @ 1800 rpm)
Cummins "Big Cam II" NTC-400	(400 hp @ 2100 rpm)
Caterpillar 3406	(400 hp @ 2100 rpm)*
Caterpillar Economy 3406	(350 hp @ 1900 rpm)**
Detroit Diesel 8V92TTA	(365 hp @ 1950 rpm)
Detroit Diesel 8V92TA	(435 hp @ 2100 rpm)+

*California rating 380 hp. **N.A. in California. +California rating 405 hp.

Choose from nine diesel powerplants from Cummins, Caterpillar and Detroit Diesel. These are big, modern, fuel-efficient diesels for today's trucking. The big standard 1,445-sq. in. radiator can cool them all. The radiator and hood are isolated from the chassis by a unique center point rubber mounting on an aluminum crossmember. A/C condenser is mounted to the radiator, eliminating a roof-top unit to leak or add to cab noise. Optional rear-mounted radiator shutters are available. Maximum GVWRs go up to 60,000 lb. and GCWRs up to 154,000 lb. with appropriately selected components for maximum payload potential.

The LTL-9000 has the only compression-molded hood in the long conventional market place, and a finish to match. Hinge design is a lightweight aluminum forging with fore-aft, vertical and side-to-side adjustment for optimum fit. It provides a 60-degree tilt for easy access to the engine compartment.

Ford LTL-9000 Specifications

BASIC EQUIPMENT

AXLE, FRONT

12,000-lb. Ford-Rockwell

AXLE, REAR

38,000-lb. Rockwell SQHD

AXLE EQUIPMENT

Rear axle magnetic drain plugs
Front shock absorbers
Ross 504 manual steering
22-in. black steering wheel
National unitized wheel seals, rear

BRAKES, SERVICE

Full air, cam type
Front — 15" x 4" w/type 16 chambers
Rear — 16 1/2" x 7"
Centrifuge brake drums, rear (when disc wheels are ordered)

BRAKE EQUIPMENT

13.2-cu. ft. Cummins compressor
Anchor-Lok parking brake chambers

CAB

"Louisville" conventional — steel
Electrocoat corrosion protection

CAB EQUIPMENT

National Cush-N-Aire driver's seat — Lo-Back
Tinted windshield
Electric wipers w/washers
Speedometer and tachometer
Air, fuel, oil pressure, voltmeter and water temperature gauges
Cab entry assist handles — LH and RH
Armrests — LH and RH
Ashtray — coat hook — dome light
High-output fresh air heater and defroster
Seat belt w/retractor
Map pocket — LH door
ICC lights and reflectors
16" x 7" Western mirrors — painted
Cab painted any standard color
Chassis painted Black

ELECTRICAL

70 amp. Motorcraft alternator
Two 12 volt, 93 amp., 625 CCA each, Motorcraft maintenance-free batteries in aluminum box
Automatic reset circuit breakers

ENGINE

Cummins NTC-300
300 hp @ 2100 rpm

ENGINE EQUIPMENT

Single stage air cleaner w/restriction indicator
Spicer 14" two-plate dampened disc clutch
Single vertical muffler and 5" pipe exhaust — bright finish
Ford-Cummins bypass oil filter — battery box mounted
Bendix fan clutch
Delco 12 volt MT-250 starter w/push-button switch
Locking T-handle throttle
1445-sq. in. cross-flow radiator
Cummins Fleetguard water filter w/Cummins and Caterpillar engines

FRAME — 110,000 PSI STEEL

10.12" x 3.06" x .312"
13.3 SM straight rail
1,463,000 RBM
Bolted construction

FUEL TANK

20-in. diameter cylindrical, aluminum, frame-mounted LH w/steps
65-gal. capacity

SPRINGS, FRONT

4" x 52" flat leaf type
6800-lb. capacity each at ground
"H-Beam" spring shackles

SUSPENSION, REAR

Reyco 101 torque leaf, 4-spring
34,000-lb. capacity
50" axle spacing

TIRES/WHEELS

10.00 x 20F — (12 PR)
20" x 7.5" rims on cast spoke wheels
Static balanced tires, wheels and hubs/spiders

TRANSMISSION

Fuller RT-910, ten-speed direct
Spicer 1710 main/1610 interaxle drive line

MISCELLANEOUS

Painted steel bumper



Ford LTL-9000 Options

The new Ford LTL-9000 provides all the features, specifications and optional equipment you'll need to custom tailor your rig to your particular work demands.

OPTIONAL EQUIPMENT

AXLES, FRONT

12,000-lb. Ford-Rockwell Steer-Ease
16,000-lb. Rockwell FL931 w/8000-lb. springs (at ground), 15" x 6" wedge brakes and Ross HF-64 power steering w/assist cylinder

AXLES, REAR

38,000-lb. Eaton DS-380*
40,000-lb. Rockwell SQHP (includes 52-in. axle spacing)
40,000-lb. Eaton DS-400-P*
40,000-lb. Eaton DT-400-P, two-speed*
44,000-lb. Rockwell SSHD w/RT-444 suspension and 54-in. beams
44,000-lb. Eaton DP-440-P, double reduction w/RT-444 suspension and 54-in. beams

AXLE EQUIPMENT

Aluminum carrier for SQHD, SQHP
Aluminum hubs, rear
Delete front shocks
Ross HF-64 power steering w/12,000-lb. front axle (includes 20-in. steering wheel except w/Custom Hi-Level trim which has 21-in. wheel)
Stemco wheel seals, front and/or rear
HD U-joints (availability depends on engine/transmission/rear axle selected)

BRAKES, SERVICE

Disc brakes, power w/16,000-lb. front axle
Centrifuge brake drums w/12,000-lb. front axle and disc wheels

BRAKE EQUIPMENT

Anchor-Lok air dryer
Kelsey-Hayes anti-skid
B/W 12 CFM air compressor w/Cummins engines
B/W 15.5 CFM air compressor*
B/W LQ-4 ratio valve*
B/W DV-2 moisture ejectors
B/W alcohol evaporator*
Hand control valve for chassis brakes
Maxi or MGM parking brake chambers

CAB

Custom interior
Custom Hi-Level interior
Dual Hi-Level Trim Package

CAB EQUIPMENT —

SEATING

National Cush-N-Aire Hi-Back
Bostrom Westcoaster II — Lo-Back or Hi-Back
Bostrom Levelair II — Lo-Back or Hi-Back
L-S Unison — Lo-Back
L-S Unison air — Lo-Back

CAB EQUIPMENT

Fixed or air-suspension passenger seats
Custom Hi-Level exterior trim package
Bright grille surround w/standard trim
Radio hot post and ground
Bright windshield molding w/standard trim

Air conditioning — integral w/radiator-mounted condenser and tinted glass
Torpedo marker lights w/standard trim
Cigar lighter w/std. cab
Temperature gauges — engine oil, transmission, rear axle
Dual electric horns
Dual Hadley-Spartan air horns
Dual Grover No. 1700 air horns
Snow shields for Grover horns
Warning lights — oil pressure, oil temperature and water temperature
Warning lights w/buzzers — oil pressure and water temperature
Air shield brackets
Western mirrors — stainless — lighted, painted — lighted, heated, stainless

Convex auxiliary mirrors — stainless

AM push-button radio
AM-FM stereo radio**
AM-FM stereo w/cassette tape**
AM-FM stereo w/8-track tape**
Adjustable steering column
Steering wheels — 22" w/power steering — 21" Sport (included w/Custom Hi-Level trim)

Speedograph and/or tachograph
Tinted glass all around
Roof vent
Air windshield wipers
Exterior sun visor+

SLEEPER COMPARTMENT+

34" aluminum sleeper compartment w/80" x 30" x 6" innerspring mattress.
LH door, heater, vents and lighting

Options:

Hi-Level trim (includes LH and RH doors, radio speakers and controls and mattress cover)
Air conditioning (w/cab air conditioning)
Radio speakers and controls w/standard trim

ELECTRICAL

Alternators — Delco 25 SI 75 amp., Delco 30 SI 90 amp., Motorcraft 90 amp., Leece-Neville 105 amp.
Batteries (maintenance-free) — 3 or 4 each
Motorcraft 78 amp. 475 CCA each
93 amp. 625 CCA each
Delco 78 amp. 475 CCA each

ENGINES

Cummins "Big Cam II" Formula 300
Cummins "Big Cam II" NTC-350
Cummins "Big Cam II" Formula 350
Cummins "Big Cam II" NTC-400
Caterpillar 3406
Caterpillar Economy 3406
Detroit Diesel 8V92TTA
Detroit Diesel 8V92TA

ENGINE EQUIPMENT

15 1/2-in. two-plate clutch
Ceramic clutch facing
Self-adjusting clutch
Greaseable release bearing*
Torque limiting clutch brake*
Horizontal muffler/vertical pipe exhausts — under frame or over frame configurations
Fuel filter — one gallon
Midco fuel heater*
Oil filter — Ford Cummins (w/Detroit Diesel)
Luberfiner — steel or aluminum case
Ether starting aid (less canister)
Fan clutch — Rockford w/Cummins engines
Kysor radiator shutters
Silicone hose package
Vernier hand throttle
Perry water filter w/Detroit Diesel engines
Kysor warning and shutdown system
California emission system
Air cleaner restriction gauge*
Delco 40 MT type 350 starter*
Jacobs engine brake*

FRAMES — 110,000 PSI

STEEL

10.25" x 3.12" x .375"
15.9 SM straight rail
1,749,000 RBM
14.12" x 3.06" x .312"
21.6 SM variable depth
2,376,000 RBM
14.25" x 3.12" x .312"
26.0 SM variable depth
2,860,000 RBM
10.25" x 3.12" x .375" w/10.96" x 3.50" x .312"
Outer channel reinforcement
30.0 SM — straight rail
3,300,000 RBM

FUEL TANKS

Aluminum cylindrical, frame-mounted, w/steps
— Dual 20" 65 gal.
— Dual 24" 95 gal., 95 gal. polished, 120 gal.

SPRINGS, FRONT

4" x 52" flat-leaf type
— 6000 lb. at ground w/12,000-lb. front axle
4" x 52" taper-leaf type
— 6000 lb. at ground w/12,000-lb. front axle*

SUSPENSION, REAR

Hendrickson
— 34,000 lb. — RU-340, RUE-340 extended leaf
— 34,000 lb. — RT-340*, RTE-340 extended leaf*
— 34,000 lb. — RS-340 rubber lead cushion*
— 38,000 lb. — RT-380, RTE-380 extended leaf*

— 38,000 lb. — RS-380, rubber cushion*, RT-381 severe service
— 44,000 lb. — RT-441 severe service
— RS-440 rubber cushion*
Neway
— ARD-244-6 air suspension, 34,000 lb.
Reyco
— 102,36,000 lb. four spring*

SUSPENSION EQUIPMENT

Aluminum beams
60" and 72.5" steel beams*
Bronze bushings*
HD Kit for RS-340, RS-380*

TRANSMISSIONS, FULLER

9-spd. RT-9509-A, RT-12509*, RTO-12509 OD*
10-spd. RT-1110, RT-12510
13-spd. RTO-9513 OD, RTO-12513 OD
15-spd. RT-12515*, RTO-12515 OD
8-spd. plus two low gears
RTO-12588 OD*

TIRES/WHEELS

Maximum Tube Type
12.00 x 20H (16 PR)
11.00 x 22G (14 PR)
Maximum Tubeless
12.00 x 22.5G (14 PR)
12.00 x 24.5G (14 PR)
15.00 x 22.5H (16 PR)
Tubeless Radials
11R x 22.5G (14 PR)
11R x 24.5G (14 PR)
13R x 22.5J (18 PR) front only
15R x 22.5J (18 PR) front only
Wheels
10-hole disc steel, aluminum, polished aluminum (front and/or outside rear)
Spare tire — spare rim or wheel

10-hole disc steel, aluminum, polished aluminum (front and/or outside rear)
Spare tire — spare rim or wheel

MISCELLANEOUS

Bright aluminum bumper
Bright deep channel aluminum bumper w/Marchal fog and driving lights
Bumper spacer — 8 1/2-in. (NA w/deep channel bumper)
12-ton hydraulic jack
36-in. taillight mounting
Tow hooks — two front and/or two rear
Tractor Packages — Standard type — 10-ft. or 12-ft. hoses and cable
Unitized type — 12-ft. coiled hoses and cable
Routing of hoses and cable along frame w/glad hands/receptacle at end for straight truck/full trailer application+

Pintle hook+
*PEO option classification. May be subject to slight delay
**Availability to be delayed
+Modification Center Installation

FORD LTL-9000 DIMENSIONS — IN. (MM)

WB	CA W/O Sleeper	CA W/Sleeper	AF	OAL
174 (4420)	86.5 (2197)	—	63 (1600)	265.5 (6744)
186 (4724)	98.5 (2502)	—	63 (1600)	277.5 (7049)
204 (5182)	116.5 (2959)	80.5 (2045)	63 (1600)*	295.5 (7506)*
222 (5639)	134.5 (3416)	98.5 (2502)	75 (1905)	325.5 (8268)
246 (6248)	158.5 (4026)	122.5 (3112)	126 (3200)	400.5 (10173)

*75 (1905) AF, 307.5 (7811) OAL w/Hendrickson suspension.
Dimensions are for base models with standard equipment. Additional wheelbase CAAAF combinations available in 2-in. (50 mm) increments. Consult your Ford Dealer for details.

Ford Louisville Line

...the right choice for your job

Ford's Louisville Line offers a full range of trucks for a full range of applications. City work, highway linehauling, off-road work — there is an F-Series, C-Series, CL-Series, L-Line (short conventional, conventional and full conventional) or an LN-Series stripped chassis that can be equipped to do *your* job. Sales figures indicate Louisville trucks have earned the respect of professional truckers all across America.

Ford's Kentucky Truck Plant, home of the Louisville Line, is one of the world's largest truck plants under one roof. It is the center of Ford's commitment to the heavy truck business... where the great Louisville tradition began. This tradition is part of every big Ford Truck that rolls off the line.

When you choose a Ford Louisville truck, you have all the benefits of this great Louisville tradition working for you. Don't settle for anything less... there's a Louisville model just right for your job.

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



TRUCK OPERATIONS

