

FORD F-SERIES



TOTAL TRUCK TOUGHNESS!



A word about this catalog: Some of the equipment shown or described throughout the catalog is available at extra cost.



The F-Series shows Ford's Total Truck commitment

Ford's commitment to the F-Series as a Total Truck Line and an outstanding value is again reinforced and expanded for 1985. The new F-900 tough tandem series is now being offered along with new, higher standard GVWRs for several series, big new 10,000 lb. front axles are standard on tandems, with new 11,000 lb. front axles optional on F-800 and F-8000, as well as tandems.



These new product developments are added to the large number of recent state-of-the-art improvements in the F-Series. Improvements like: the **Ford disc front/drum rear hydraulic brake system** with the effectiveness of air brakes, even to having rear wheel spring-set parking brakes (see page 13). The popular tilt hood option. Expanded applications of efficient new transmissions. Special economy package models.

Tilt hood service access

Ford F-Series trucks open wide with the popular tilting hood option. The entire hood-and-fender assembly tilts an impressive 75° for convenient walk-up accessibility and working room. It's easy to tilt, too, with recessed hand-hold conveniently located on the top front of the hood.

Ford truck quality

Ford puts quality on the line for you with engineering, production and quality control teamwork to **build them right for you.**



1948 Ford F-Series — the first of the now famous Ford "Big Jobs."

Aerodynamic design

Swept-back fenders and bumper, rounded hood, fender, and A-pillar contours plus low cab height all help minimize air drag.



Ford topped competitive trucks in every test in two-week fuel economy trials.

For money-saving efficiency that can improve bottom line results, look to the advanced Ford "F-8000 Economy 200." This special model features a high fuel-efficiency Caterpillar 3208 turbocharged engine (200 hp rating at 2,000 rpm), in a specially prepared, performance matched F-Series Chassis. A complete Spicer drivetrain and Michelin tires round out this package that achieved an average of 10-19% better on-highway fuel economy* than comparable International Harvester, Mack Mid-Liner, Volvo and Mercedes diesels. See your Ford Dealer for complete test results.

*Based on Ford ATA/SAE type II fuel economy tests simulating on-road driving conditions, measuring fuel economy of 1984 model Ford and comparable competitive trucks. Improvement varies depending on use.





Ford F-Series — one tough truck on or off the road

Ford knows you may have unique operating conditions and special truck transportation needs. That's why Ford offers such a wide range of F-Series trucks for highways, city alleys and off-road conditions. And Ford knows today's economic realities require more efficient, cost-effective truck operations. Trucks that you can count on day in and day out.

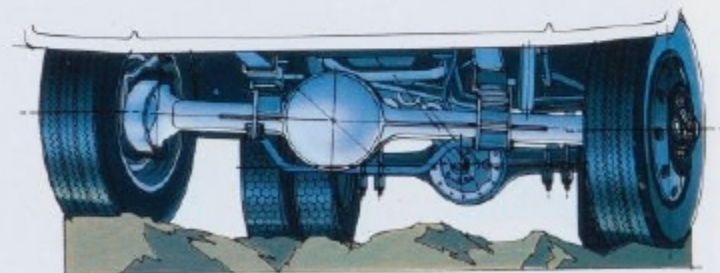
Ford trucks are built tough and thoroughly tested. Testing involves prescribed tortuous courses at proving grounds, test tracks or in recorded use on actual customers' jobs. And when it comes to economical power for outstanding performance on a great variety of jobs, Ford offers a broad choice of modern engines — diesel, gasoline or LP-Gas.

Diesels. Ford helped pioneer mid-range diesel power over 20 years and 200,000 trucks ago. And we've been making history every since. Today Ford offers a broad range of Detroit Diesel 8.2L "Fuel Pincher" diesels and Caterpillar 3208s from 145 to 225 horsepower (SAE), naturally aspirated, turbocharged and fuel economy versions.

Gasoline or LP-Gas. Ford F-Series trucks offer tough Ford gasoline engines specifically designed for medium truck applications. Efficient V-8s that have proven themselves most suitable for a wide range

of tough jobs. Ford also offers efficient LP-Gas factory-installed versions of these engines. These are engines that provide LP-Gas economy* and maintenance advantages.

*EPA ratings not applicable.



Tough 4x4 traction. When the going gets tough, the tough get going. Rugged Ford F-700 4x4s** designed for use in off-road operations and conditions demanding power at every wheel. They're available with thrifty free-wheeling Dualmatic front hubs. In 2-wheel drive, front wheels roll independently of the drive axle, saving fuel and wear and tear on front drive components. For all-wheel drive, simply engage Dualmatic hubs and shift into 4-wheel drive.
**Special order.

Quality is Job 1. We're proud of the design and engineering excellence that go into Ford trucks, and the modern facilities and equipment that produce them. But, most of all, we're proud of our people, and the partnership formed to deliver a quality product. We've instituted extensive Employee Involvement Programs which get assembly people, engineers and management together to work on quality improvements. And we're going to keep on improving.

Our philosophy. You can't repair quality into a truck — it has to be built into it and made Job 1.





The inside story of total truck comfort

Over the years, Ford has been a leader in designing and building trucks with a driver-centered philosophy. The driver is the focal point of research, engineering and cab interior design.

Ford initially introduced the famous "Driverized Cab," an important step forward in this field. Today it's called ergonomics — the science involving the interaction between a driver and his or her immediate environment. Properly applied, ergonomics means the driver can conveniently reach everything needed to control his rig. The modern Ford F-Series cab is definitely designed for driver comfort and convenience, and also to put the driver in full command. The instruments are easy to see and read, controls are easy to reach.

The spacious interior is clean and clear in the floor area, too. The heater and optional air conditioner are built in integral units, with most components being located outside the cab in the engine compartment. The foot actuated parking brake pedal or parking hand lever have been eliminated on hydraulic brake models with the special parking brake knob on the instrument panel. Also, the ignition switch is located on the steering column, as is the lever for the optional automatic transmission.



Individual seating comfort. Bostrom Viking T-Bar driver and passenger seats* are optional. These individual seats are attractively trimmed in black vinyl, and include a full-length floor mat.

Power steering is standard for handling and maneuvering ease. And the large windshield plus hood design provide good forward sight lines. In addition to all this, you have your choice of two attractive cab trim levels.

Standard cab interior (shown at left with optional individual seats). Far from spartan, the value-packed, attractive standard cab has all of these features: all-

vinyl seat trim in two colors — Charcoal or Desert Tan. Color-keyed door panels. Armrests with integral door latch handle. Reversible key locks. Deluxe instrument cluster on black panel. Glove box door with horizontal hold position and coin/token slots, plus two-cup depressions on the inner side. Ashtray. Coat hook. Dome light. Door courtesy light switches. Driver's sun visor.



Custom Hi-Level Trim (shown above). Handsome yet durable and functional with solid comfort and convenience.


Features include: Door panels color-keyed with brushed aluminum insert, bright molding, and carpeting on lower portion of panel. Color-keyed headliner trim and garnish moldings. Polyknit vinyl seat trim, color-keyed in Charcoal or Tan. Folding seat back. Retractable seat belts. Cigarette lighter. Full-length black floor mat with insulation.



Easy-to-read instrumentation. The driver-oriented instrument panel is designed for easy viewing and convenient location of controls.

*PEO.

Total Truck Quality — Built Ford Tough



F-Series turning diameters, as small as, 43.9 ft., curb-to-curb.

F-Series trucks are designed to meet and overcome the formidable challenges of the job site. For example, to handle the workday's stress and strain, tough Ford cabs feature sturdy steel components welded into a single, solid assembly. The cab is isolated from the frame by a triangular mounting system with heavy-duty rubber mounts. And, Ford frames have full-channel straight-through rails up to 110,000 psi hi-tensile steel to form a sturdy backbone.

Popular Ford F-Series tilt hood option

This tough fiberglass unit is die-formed for uniformity and smooth finish, steel reinforced for added strength. Husky nylon/silicone latches hold hood in alignment.

A turn for the better

Swept-back bumper, wide track front axles with up to 40° wheel cut angles, and precise steering all combine for outstanding handling. And power steering is standard across the total F-Series line for maneuvering ease.

Standard cab exterior features include:

Bright windshield molding. Painted western mirrors with auxiliary convex mirrors. Two-speed electric windshield wipers and washers. Premium halogen headlamps. Dual cab assist handles.

Rust-free fiberglass

The grille opening panel and front fenders on the long-conventional alligator hood are formed of rustproof fiberglass with sturdy steel reinforcements for added strength.

Anti-corrosion cab protection

Beneath their attractive appearance, all Ford Medium cabs utilize modern state-of-the-art technology to fight corrosion. Sealers, aluminized waxes and special metal coatings are applied to critical areas. In addition, cabs are fully immersed in primer and a high voltage charge bonds the primer to the metal.

Reinforced frame options

For the specialized needs of city and utility vehicles with big hoists or overhead cranes, a tough 21 SM frame* features hi-tensile 110,000 psi siderails with 50,000 psi inverted "L" reinforcements. Available on F-800 and F-8000 Series, it can be matched with the integral front frame extension. Tough Ford Tandems offer double channel frames with a 26.5 SM.

*PEO

Spicer dual-range transmission for tandems

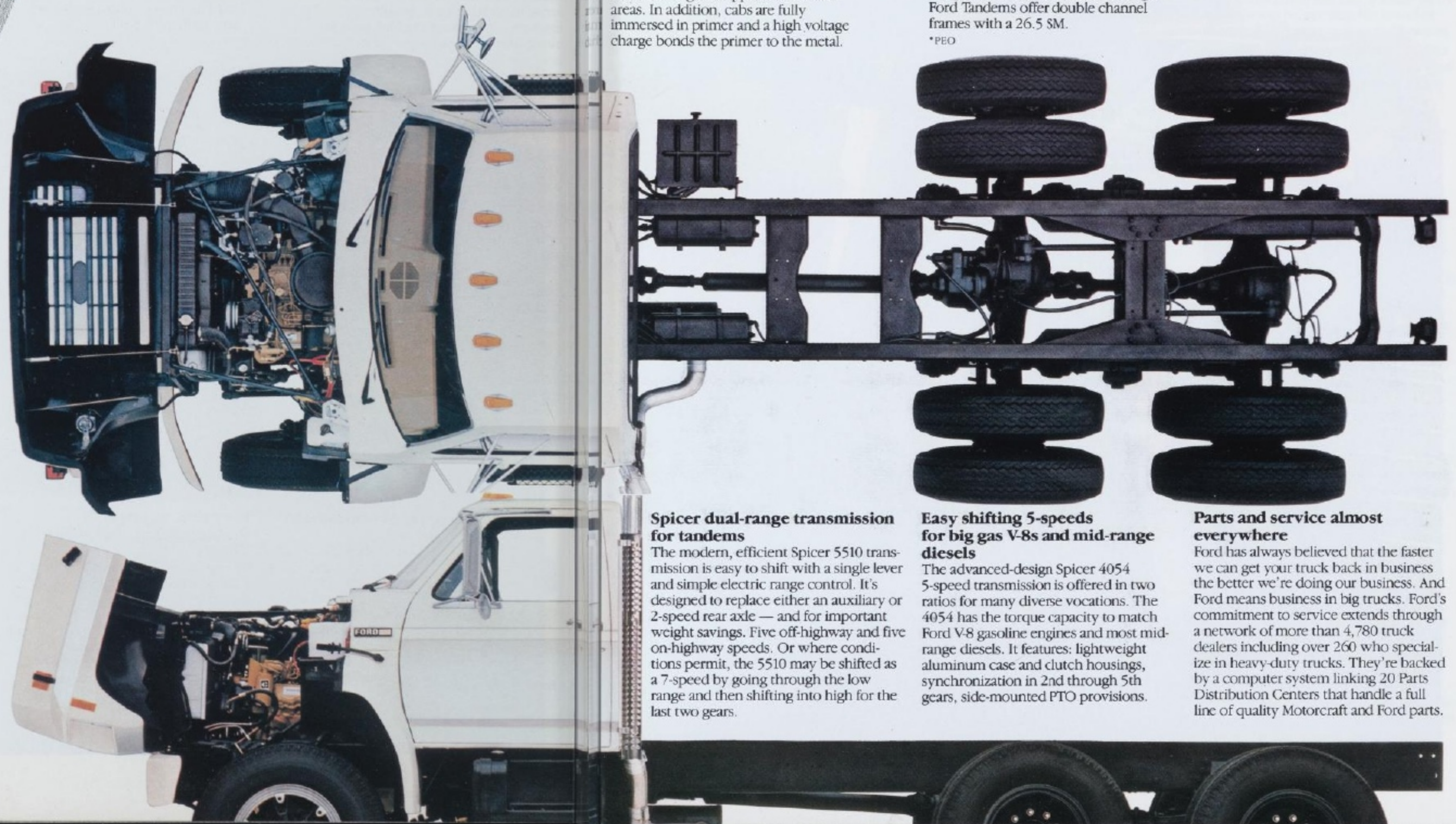
The modern, efficient Spicer 5510 transmission is easy to shift with a single lever and simple electric range control. It's designed to replace either an auxiliary or 2-speed rear axle — and for important weight savings. Five off-highway and five on-highway speeds. Or where conditions permit, the 5510 may be shifted as a 7-speed by going through the low range and then shifting into high for the last two gears.

Easy shifting 5-speeds for big gas V-8s and mid-range diesels

The advanced-design Spicer 4054 5-speed transmission is offered in two ratios for many diverse vocations. The 4054 has the torque capacity to match Ford V-8 gasoline engines and most mid-range diesels. It features: lightweight aluminum case and clutch housings, synchronization in 2nd through 5th gears, side-mounted PTO provisions.

Parts and service almost everywhere

Ford has always believed that the faster we can get your truck back in business the better we're doing our business. And Ford means business in big trucks. Ford's commitment to service extends through a network of more than 4,780 truck dealers including over 260 who specialize in heavy-duty trucks. They're backed by a computer system linking 20 Parts Distribution Centers that handle a full line of quality Motorcraft and Ford parts.





Big opening for service ease

Ford F-Series trucks can **open wide** with their new tilting hood option. The hood-and-fender assembly tilts an impressive 75° for easy, walk-up accessibility and working room. It's simple to tilt, too, with recessed hand-hold conveniently located on the top front of the hood.

In addition to the tilting hood, Ford's standard long-conventional alligator hood opens a full 53° for good service access. Whichever type hood you choose, Ford continues to offer a vast number of maintenance reducing and serviceability features like these:

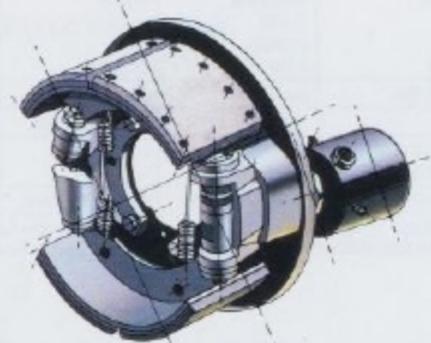
- All batteries are maintenance-free.
- Standard radiator water recovery reservoir allows easy check of coolant level (on gas engine models).
- Standard heater core and blower motor are accessible from outside of cab for easier serviceability.
- Simple instrument panel wiring system utilizes one-piece harness design; specific routing corridors help hold circuit lengths to a minimum and protect wiring from physical exposure.
- In-vehicle electrical system servicing is made easier by removable instrument panel pad which provides access to most of the circuitry from the top of the panel.
- For major repairs, the instrument panel, with its entire electrical wiring assembly, is removable.
- Fuses are designed for hand removal without tools and are color coded.
- Quick-disconnect type electrical harness connectors facilitate front-end assembly removal.
- Clutch linkage equalizer shaft is lubed for life.

Important Ford Truck brake-through!

Ford's commitment to modern, state-of-the-art excellence is clearly demonstrated by the new split-hydraulic brake system. A highly advanced system that's standard on Ford F-600 through FT-900 Series trucks (air brakes on FT-8000). This system has many features of air brakes — at standard hydraulic brake prices.

Powered by hydraulic pressure not vacuum, brakes are operable immediately at engine start. Front disc brakes are fade-resistant. Big rear drum brakes are designed to run cool behind the truck's dual wheels.

Ford's rear drum brakes have long-life linings 3/4" thick. Quick visual wear check. There are fewer parts which means simplified servicing.



Spring-set parking brake — like air.

Push-pull knob sets the rear service brakes under spring pressure — like air brakes it can hold a loaded truck on a 20% grade. And these brakes can be released as soon as the engine starts.

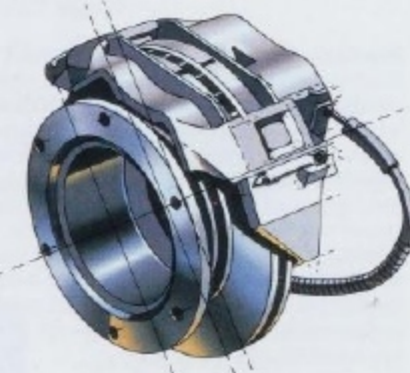
Hydraulic power. Power is supplied by a hydraulic pump, dual master cylinder and booster. The Ford system has been established effective in demanding school bus and F-Series service since 1980. The vacuum booster, reserve tank and lines required with competitive hydraulic brake systems have been eliminated. Also, the booster and pump are mounted in the engine compartment — freeing frame rails for chassis or body equipment and special modifications.

Because the primary power source is pressurized fluid, not air or vacuum, parking brake release and brakes are

instantly available at engine start-up. Brake performance is not affected by altitude or rapid number of applications. The booster has an integral electric back-up motor. This motor is automatically actuated to provide braking power if the engine stalls, or if the hydraulic pump flow should drop too low. A brake warning light and buzzer alert the driver in the event of primary pump malfunction.

Rear drum brakes. Rear drum brakes are designed to run cool behind the dual rear wheels. And a new tapered brake block has been developed by Ford with at least 27% more usable lining volume to provide longer lining life. Self-adjusting, of course.

Front disc brakes. Ford engineers selected front disc brakes for stability and fade resistance during braking. In addition, semi-metallic linings molded to steel pads last up to five times longer than previous front drum brake linings. And Ford pads can be easily inspected through a large opening in the top of the caliper. Disc brake service simplicity — only five parts compared to as many as 12 for drum brakes — and longer lining life reduce maintenance.



Job right and job ready. Positive spring-set parking brake action with no driveline slack, previously limited to air brakes, provides the stability needed to handle booms, buckets and cherry pickers while parked with outriggers. For fire trucks and other emergency vehicles, Ford's engine-on, parking brake release and brakes available system saves important seconds. There's no wait for air pressure to build up.

Ford F-Series Specifications

SERIES	SINGLE-AXLE SERIES					TANDEM-AXLE SERIES			
	F-600	F-700	F-700 (4x4)*	F-800	F-7000	F-8000	FT-800	FT-8000	FT-900
GVWR (lb.)	Max. 24,500	28,000	24,000	35,000	28,000	35,000	50,000	50,000	50,000
GCWR (lb.)	Max. —	60,000	—	60,000	50,000	75,000	60,000	75,000	50,000
Axle, Front Rating (lb.)	Std. 6,000 Opt. 7,000	7,000 9,000	7,500 —	7,000 9,000, 10,000, 11,000, 12,000	7,000 9,000	7,000 9,000, 10,000, 11,000, 12,000	10,000 11,000, 12,000	10,000 11,000, 12,000	10,000 11,000, 12,000
Axle, Rear Rating (lb.)	Std. 15,000 Opt. 13,000, 15,000, 17,500	17,500 19,000	17,500 —	19,000 22,000, 23,000	17,500 19,000	19,000 22,000, 23,000	34,000 38,000	34,000 38,000	34,000 38,000
Brakes, Service Split System	Std. Split-Hyd. Opt. HD Split-Hyd. Rear	Split-Hyd. HD Split-Hyd. Rear, Air	Split-Hyd. HD Split-Hyd. Rear	Split-Hyd. HD Split-Hyd. Rear, Air	Split-Hyd. HD Split-Hyd. Rear, Air	Split-Hyd. HD Split-Hyd. Rear, Air	Split-Hyd. Air	Air	Split-Hyd. Air
Engines	Std. 6.1L (370) 2V V-8 Opt. 6.1L (370) 4V V-8 8.2L-N— 145 hp. (D) 165 hp. (D)	6.1L (370) 4V V-8 Opt. 6.1L (370) 2V V-8 7.0L (429) 4V V-8 8.2L-N—145 hp. (D) 8.2L-N—165 hp. (D) 8.2L-T— 205 hp. (D)*	6.1L (370) 4V V-8 Opt. 6.1L (370) 2V V-8 7.0L (429) 4V V-8 8.2L-N—145 hp. (D) 8.2L-N—165 hp. (D)	6.1L (370) 4V V-8 Opt. 7.0L (429) 4V V-8 8.2L-N— 165 hp. (D) 8.2L-T— 205 hp. (D)*	3208N— 175 hp. (D) Opt. 3208N— 200 hp. (D) 3208N— 210 hp. (D)† 3208T— 210 hp. (D)‡	3208N— 175 hp. (D) Opt. 3208N—200 hp. (D) 3208N—210 hp. (D)† 3208T—200 hp. (D)‡ Econ. (D)‡ 3208T—210 hp. (D)‡ 3208T— 225 hp. (D)‡	6.1L (370) 4V V-8 Opt. 7.0L (429) 4V V-8	3208N— 175 hp. (D) Opt. 3208N—200 hp. (D) 3208N—210 hp. (D)† 3208T—210 hp. (D)‡ 3208T—225 hp. (D)‡	8.2L-T— 205 hp. (D)*
Transmission††	Std. 4-Spd.	4-Spd.	5-Spd.†	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.
Springs, Front Max. Capy. @ Ground (lb.)	Std. 3,425 Opt. 4,500	3,700 4,500	3,750 —	3,700	3,700	3,700	5,000	5,000	5,000
Springs/Suspension Rear Max. Capy. @ Ground (lb.)	Std. 7,500 Opt. 8,750	8,750 10,590	8,750 10,590	8,750 10,590 w/ 19,000 axle	8,750 10,590	8,750 10,590 w/ 19,000 axle	U-340†† UE-340†† RT-380††	U-340†† UE-340†† RT-380††	U-340†† UE-340†† RT-380††
Auxiliary (lb.)	Std. 2,250	2,250	2,250	2,250	2,250	2,250	—	—	—
Wheels	Std. Cast Spoke Opt. 6- or 10-hole disc	Cast Spoke 8- or 10-hole disc	6-hole disc —	Cast Spoke 10-hole disc**	Cast Spoke 6- or 10-hole disc	Cast Spoke 10-hole disc**	Cast Spoke 10-hole disc**	Cast Spoke 10-hole disc**	Cast Spoke 10-hole disc**
Tires	Std. 8.25x20 10PR Max. Opt. 9.00x20 12PR	8.25x20 10PR 10.00x20 12PR	9.00x20 10PR (12PR Rear)	9.00x20 10PR	8.25x20 10PR 10.00x20 12PR	9.00x20 10PR	9.00x20 10PR	9.00x20 10PR	9.00x20 10PR

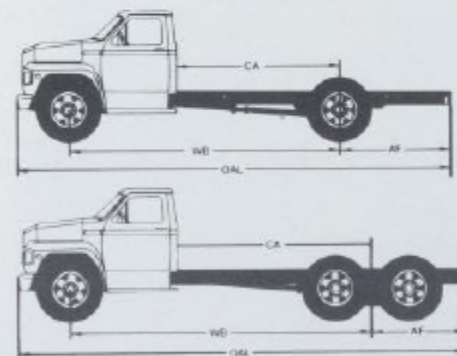
NOTE: Use adequate tires for loads and type of service. Consult your Ford Dealer. **Steel or aluminum. †Rockwell T-233-C18 transfer case. ††Wide range of optional transmissions. Check your Ford Dealer. ‡NA in Calif. ‡‡Aluminum optional. §Low deflection — NA with 19,000 axle. *200 hp. for Calif. •PEO ▲California usage.

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 the respective manufacturers and their sales organizations, and Ford assumes no responsibility for their use.

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 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.

"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.

Dimensions Single Rear Axle Model

WB (in.)	CA (in.)	AF (in.)	OAL (in.)
129	60	39	202
141	72	39	214
153	84	39	226
171	102	61	266
177	108	70	281
189	120	73	296
207	138	93	334
225	156	100	359
237	168	130	401

F-800 and F-8000 with 10,000 lb., 11,000 lb. and 12,000 lb. front axles

WB (in.)	CA (in.)	AF (in.)	OAL (in.)
142	72	39	214
154	84	43	230
178	108	63	274
190	120	75	298
196	126	75	304
214	144	75	322
238	168	130	401

Tandem Axle Model

WB (in.)	CA (in.)	AF (in.)	OAL (in.)
154	84	55	242
178	108	63	274
190	120	75	298
196	126	75	304
214	144	75	322
238	168	130	401

F-Series Chassis— optional equipment

Air cleaner — HD dry type with restriction indicator (with gas and 8.2L-N engines)

Alternators — 60, 75, or 90 amp., or Lecce Neville 105 amp.

Aluminum rear hubs*

Battery (12 volt) maintenance-free (one gas/LPG), or three (diesels)

Centrifuse front and rear brake drums (not available with all axles)

Engine block heaters (600, 700, 800, 900 Series)

Engine oil cooler (included with some engines)

Extra cooling (HD radiator and/or fan clutch. NA with all engines or combinations)

Fan clutch (included with diesels)

Fuel tanks

- 35-gal. steel step RH and/or LH
- 50-gal. steel step RH and/or LH
- Mixed 35-gal./50-gal. capacities RH or LH

Fuel pump, electric with gas engines (included with 7.0L (429) V-8 and/or tractor package)

Integral front frame extension (NA w/tilt hood)

Moisture ejectors, automatic (non-heated) with air brakes

Provision for front-mounted PTO†

Shock absorbers

Tractor package with dual-face turn signal lamps, trailer and air and electrical line connections (10- or 12-ft. coiled)*

Vertical LH or RH exhaust with diesels

Wet-type wheel seals

F-Series Cab— optional equipment

Air conditioning (integral with heater)

Dual horns (electric, electric or air on air-equipped models)

Hand throttle, locking T-handle

Heater, high output

Heavy-duty black vinyl seat trim

Instrumentation Package with tachometer, ammeter and oil pressure gauge (cab models)

Multitone tape, light or dark — Keyed to exterior color (NA with Chassis Cowl)

Radio — push button

- AM
- AM/FM stereo
- AM/FM stereo with cassette deck

Seats, individual, Bostrom Viking T-Bar**

Stainless steel western mirrors and convex auxiliary mirrors, with or without lights

Tilt hood

All tinted glass

*NA: F-600 Series.

**PEO

†Available on 7.0L (429) V-8 and diesels. NA with tilt hood.

OPTIONS AVAILABILITY

Options displayed or described 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.





**NOW MORE THAN EVER
FORD MEANS BUSINESS
IN BIG TRUCKS**

Get it together — buckle up.

FTO-8521

Litho in U.S.A.

8/84

FORD F-SERIES

TRUCK OPERATIONS

