

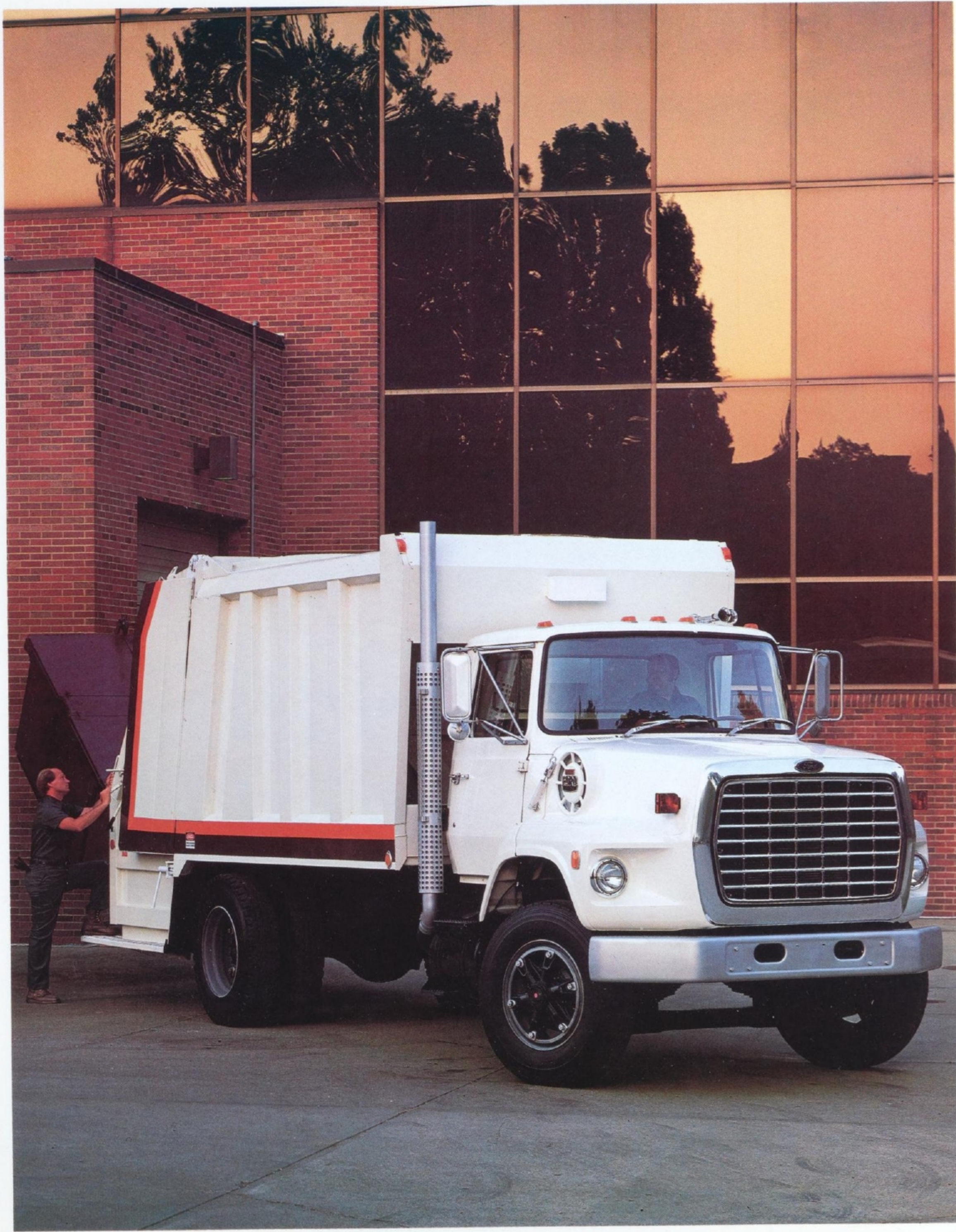
FORD L-LINE 700-9000 SERIES



PROVEN IN OVER 60 BILLION MILES OF USE



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



Ford's commitment to quality

Nowhere is Ford's commitment to quality more evident than in the L-Line "Louisville Tradition." A great tradition of value and quality that's based on the special experience and care with which trucks are built in Ford's giant Kentucky Truck Plant. And by the over 60 billion miles of customer use all across America in almost every kind of truck service.

conventionals. Regular GVW ratings range up to 64,000 lb. with GCWRs up to 82,000 lb. Even higher capacities are available on a PEO (Pre Engineered Option) basis to meet your individual needs.

**Single-rear-axle models with set-back front axle are available PEO.

Aerodynamic design. Ford's cab-and-fender contours help to minimize air drag, increase fuel efficiency. And key options like the roof-mounted Rudkin-Wiley air deflectors further contribute to smoothing the air flow over and around truck bodies or trailers.



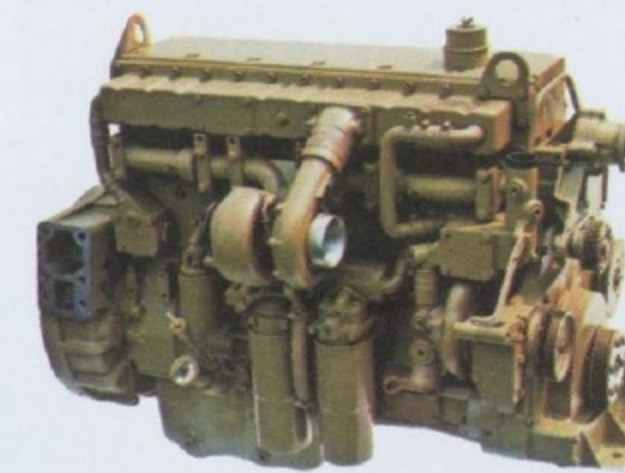
Ford Truck Quality. Ford puts quality on the line—the Louisville Line—with extra engineering, production and quality control teamwork to build them right for you.

Quality is job 1

At Ford, 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. These programs are helping to improve our quality. And we're going to keep on improving.

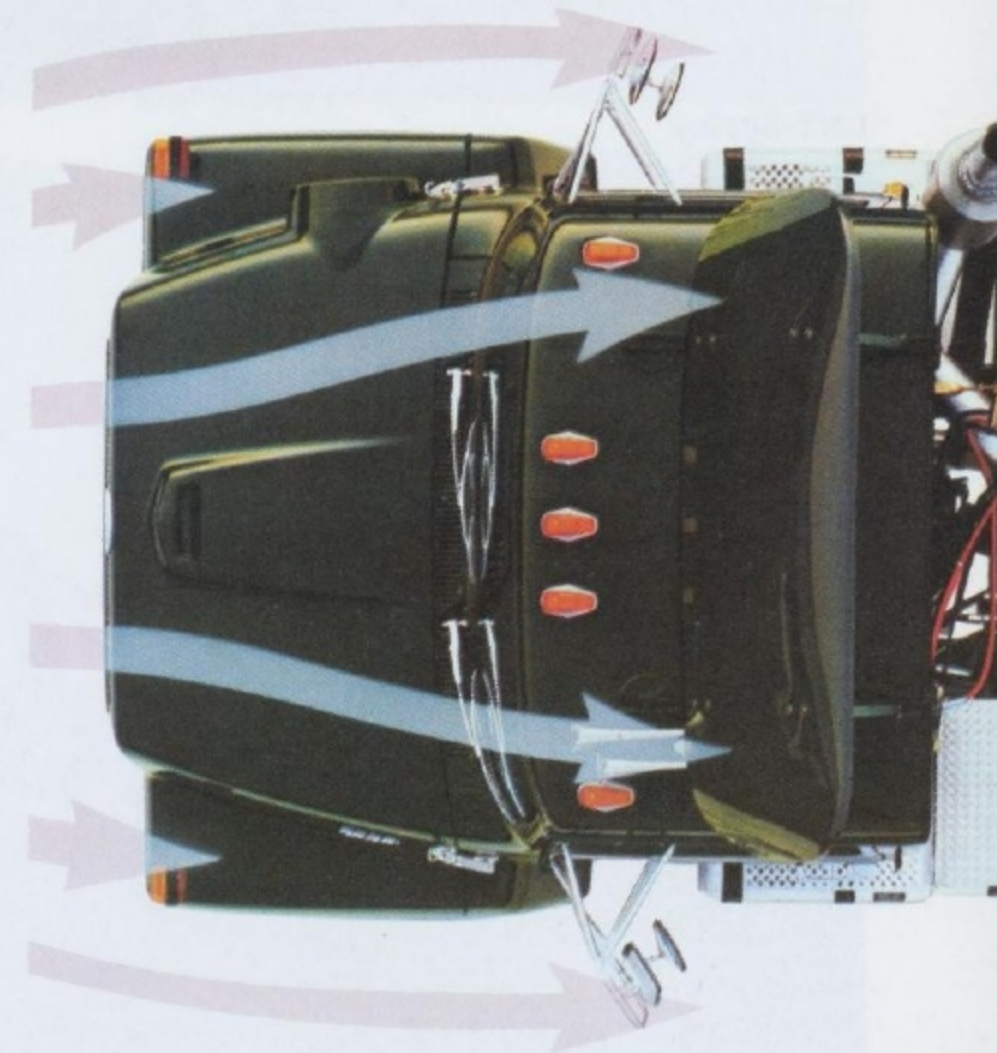
Our philosophy. You can't repair quality into a truck—it has to be built into it and made Job 1. Ford won't accept anything less. Why should you?

The L-Line is a broad line of LN/LNT short-conventionals, L/LT conventionals and LTS** set-back front axle



Efficient new generation diesels. The Cummins L-10 engine shown is one of the many new generation, extra-efficient diesels offered in Ford L-Line trucks. The L-10 is offered in the LNT-9000 with Optimized Aftercooling.*

*Late availability. See your Ford dealer for details.





LNT-Series



L-Series



LTS-Series

Tough trucks— tailored to your job

Ford L-Line Louisville trucks are built tough from the ground or road up. Built tough for the long haul, and built with thousands of different component combinations to fit the truck to your vocational needs.

Name your job, we've already named your truck—Ford! Trying to match other trucks to your job may be like trying to fit a square peg in a round hole. By contrast, Ford L-Line trucks are designed to be highly flexible in

application. They have an extremely wide variety of factory-installed and warranted options. Job-right components include special frames for snow plow service, butterfly hoods for units with front-mounted equipment, and auxiliary transmissions with top-mounted PTO* for oil field and similar services. Plus special equipment installations ranging from tag/pusher axles to completed truck bodies.

Spec 'em your way with fuel-efficient options. In addition to standard Ford features to help save fuel and keep operating costs down such as an energy-saving fan clutch, Ford offers a wide choice of state-of-the-art fuel-efficient options. Options that include: the thrifty Cummins L-10 turbocharged diesel which is economical, compact and lightweight, yet develops 270 horsepower (SAE standard J-1349). Other options: advanced-design DDA

Silver 92's and naturally aspirated and turbocharged* 6-71; Cummins Big Cam IV Formula diesels with Optimized Aftercooling**; naturally aspirated and turbocharged Cat 3208 mid-range diesels and 3406B "Economy" diesels; overdrive transmissions; steel-belted radial tires; lightweight aluminum bumpers, wheels, front axles and fuel tanks; cab brackets for air deflector mounting, and much more.

Talk to owners. Check with Ford L-Line owners, drivers and mechanics. Get actual customer reaction. Then see your Ford Dealer and ask for the best proof, an on-the-job demonstration.

*PEO

**Late availability. See your Ford dealer for details.



LN-Series



Custom Hi-Level Interior with optional Hi-back seats and linehaul instrument panel.



Custom Interior with optional linehaul instrument panel.



Standard Interior.

The inside story of Ford comfort and convenience

Ford interiors are designed with optimum spaciousness in an ergonomically crafted command center. Ergonomics is the science involving the interaction between a driver and his or her immediate environment. Properly applied, it means drivers can reach and see everything needed to control their rigs. And there's plenty of leg, hip and shoulder room for 3-person seating comfort with the full-width bench seat. The 9000 Series have an individual air ride driver's seat standard with passenger seat available. Ford's large tinted windshield, chair-high seating and sloping hood design also contribute to handling ease. Three handsome and practical interior trims are offered.

Custom Hi-Level Interior Trim. Available in charcoal or caramel with bright caramel accent, interior includes (in addition to or in place of Custom Interior features): handsome, full-padded door trim panels with bright accent bars. Carpeted dual map pockets. Vinyl upper cab back panel. Black carpeted cowl panels. Polyknit/vinyl headlining with foam padding. Nylon carpeted floor and engine panel. 21-in. sport steering wheel. National companion seat. Black dual auxiliary floor mats.

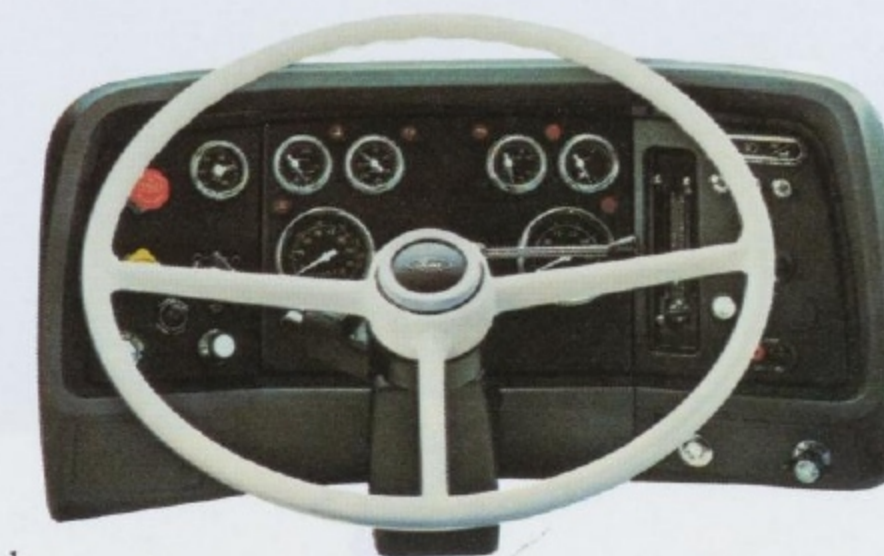
Custom Interior Trim. The attractive trim is available in tan/saddle and includes (in addition to or in place of standard): full-width seat with foam padding trimmed in vinyl with polyknit inserts (HD black vinyl trim may be retained). 9000 Series has National Cush-N-Aire low-back driver's

seat trimmed in vinyl with breathable polyknit inserts. Dispatch box under full-width seat. Padded door trim panels with map pockets. Armrests. Vinyl-covered hardboard headlining. Dual padded vinyl sun visors. Cigarette lighter. Saddle-colored, vinyl-coated rubber, foam-backed floor mat. Cab-back insulation panel. Left-door courtesy switch.



Big choice of seats. Ford offers bench or individual seats on LN Mediums and a wide selection of low and hi-back driver and passenger seats on larger series for comfort and driving efficiency.

Standard Cab. Features include: charcoal breathable vinyl driver's National Cush-N-Aire seat in 9000 Series/full-width seat with charcoal vinyl trim in 700/HD black vinyl on 7000 and 8000. Foam-padded seat cushions. Charcoal-colored hardboard headlining. Dual sun visors. Tinted windshield. Map pocket in LH door of 9000 Series. Cab-back insulation with diesels. Padded instrument panel. Dual bright aluminum door-mounted grab bars. *Exterior features:* Dual western with convex auxiliary mirrors. Bright cab assist handles on both sides.



Fleet instrument panel.

Well-designed panel positions gauges for fast reading and places controls within easy reach. Panel is now standard on 9000s and optional on 8000s. White steering wheel shown is a DSO option. A city instrument panel is standard in 700, 7000 and 8000. The Linehaul instrument panel, shown in the Custom Hi-Level interior with rich woodtone vinyl applique, is optional in 9000s.

Built Ford Tough

L-Line 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 4-point mounting system (3-point on LN-700, 7000) with heavy-duty rubber mounts.

Anti-corrosion cab protection. Beneath their attractive appearance, all Ford L-Line 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.

Baked-on enamel. For an attractive long-lasting finish, Ford uses carefully controlled high-quality baked-on enamel cab paint.

Tight turning trucks. Ford short conventional and conventional L-Line trucks have wide-track front axles with large wheel-cut angles—up to 40°—for tight turns in traffic and snaking through congested docks, alleys and job sites.

WHEEL CUT ANGLES UP TO 40°

Unique Ford power-hydraulic brake system. Standard on 700-7000 Series and optional on single-axle 8000 Series, the new Ford brake system provides the effectiveness comparable to air brakes with fewer parts and without the expense of air brakes. Featuring disc front/drum rear brakes with power available instantly at engine start-up because pressurized fluid, not air or vacuum, is the power source.

The exclusive Ford hydraulic spring-set parking brake with instrument panel mounted control knob is a feature previously found only with premium air brakes.

The Ford system is simple and easy to service with fewer parts than the previous vacuum hydraulic brake system and convenient access for inspection and routine maintenance.

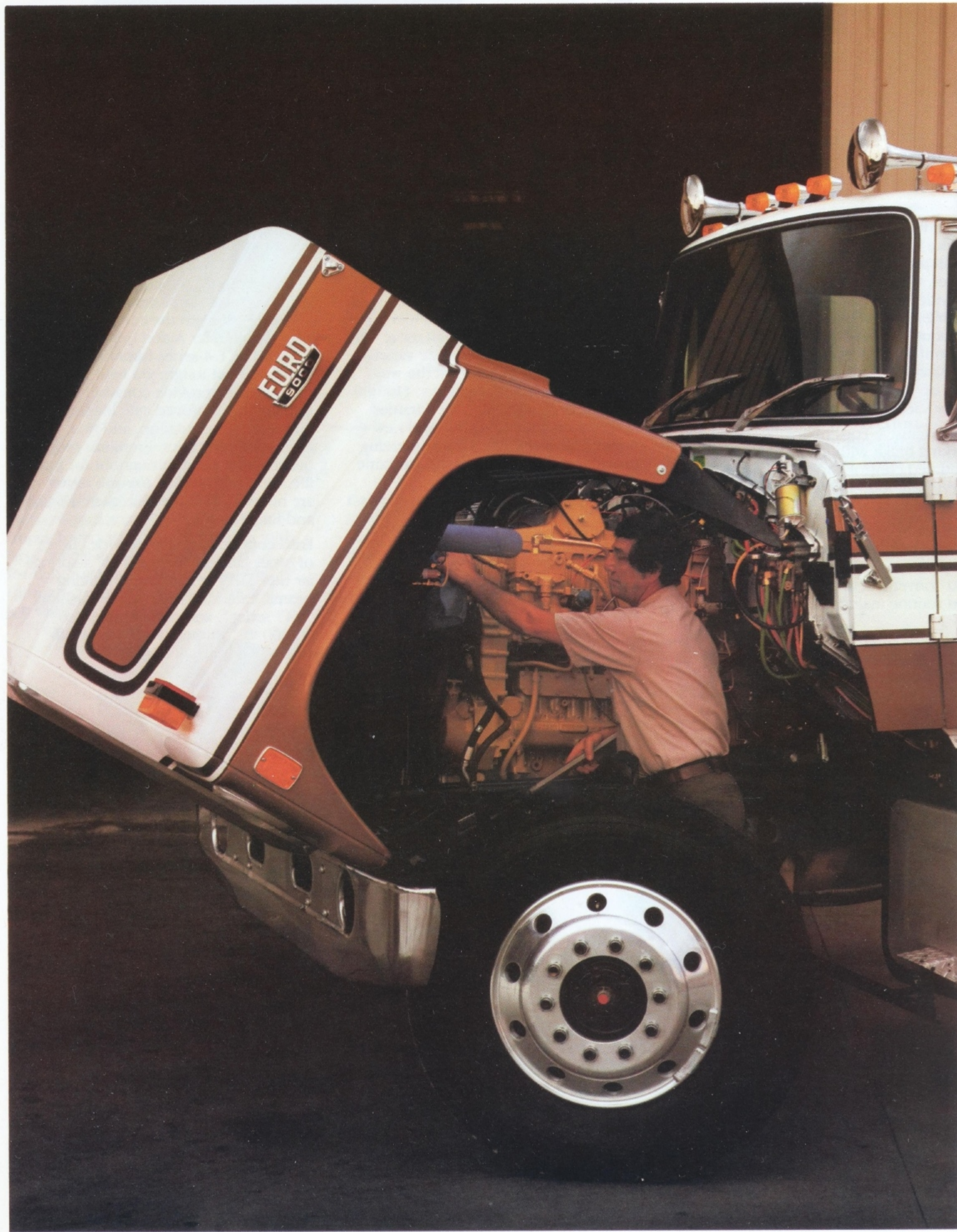
Tough truck frames. The frame is the backbone of any truck. Everything is mounted on or suspended from the frame. It must take the twisting of off-road runs, the engine and driving axle(s) torque windup, the sudden shocks of loading, and much more. That's why Ford offers a wide variety of job-matching frames—all the way up to the 30-Section Modulus, 110,000 psi double-channel all-bolted frames available on tandem series. And new numerically controlled frame piercing provides modern state-of-the-art frame hole precision and quality.

High performance air brakes. 8000 Series and larger tractors and highest capacity trucks naturally have air brakes standard. On many series, power disc and air wedge front brakes are available, as are centrifuse front and rear brake drums.

Tandem suspensions. The Hendrickson E4-340 and 380 are available on LT- and LNT-9000 series tandems. These advanced concept 4-spring suspensions were developed by Ford and Hendrickson with the extensive use of Ford's Computer Aided Design System (CAD). The E-4-series highway suspensions are built tough, yet light in weight. They provide equalizer beam stability for improved axle loading, outstanding articulation, and fine riding characteristics. Premium rubber bushings are used throughout for long life. New **adjustable torque arms** are now available on both the E4-340 and E4-380 series.

Ford continues to offer a wide choice of other tandem suspensions: 4-spring, air ride, steel or aluminum walking beams, extended leaf, rubber cushion, "V4" series*, and capacities up to 65,000 lb.* to meet your on- or off-highway job requirements.

*PEO



Service ease

Ford L-Line front ends open wide to help reduce shop time and maintenance expense. The large steel-reinforced fiberglass hood and fender assembly easily opens a full 57°. It swings up and away from the engine and radiator. Ford's bumper design provides sufficient tire-to-bumper clearance for convenient step-in access to the engine. Engine compartment color-coded air lines and wiring simplify circuit identification and tracing.

In addition to the tilting hood, Ford continues to offer a great number of maintenance-reducing and serviceability features: maintenance-free batteries; three-piece instrument panel so only the affected section need be opened or removed; little or no doghouse for out-front service access; removable Air-Pac that allows air controls and manifold to be taken out as a unit for repair on air-

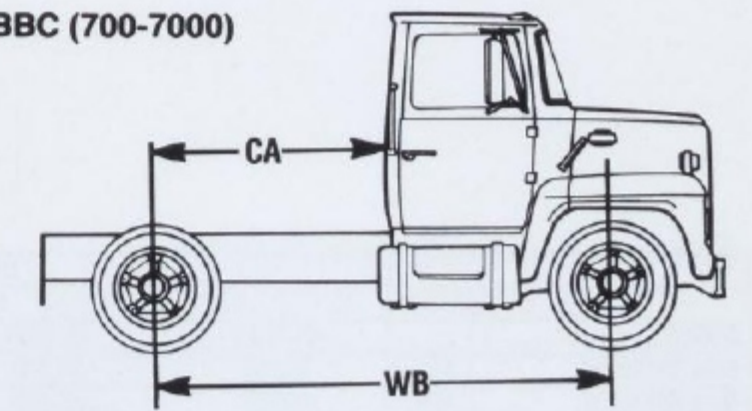


equipped models; chassis wiring, secured with non-abrasive fasteners, routed high on the frame rail and away from the "corrosion gutter."

Butterfly hood optional. A side-opening butterfly hood is available on 105.3" BBC cabs where front-mounted equipment would interfere with tilting the regular hood.

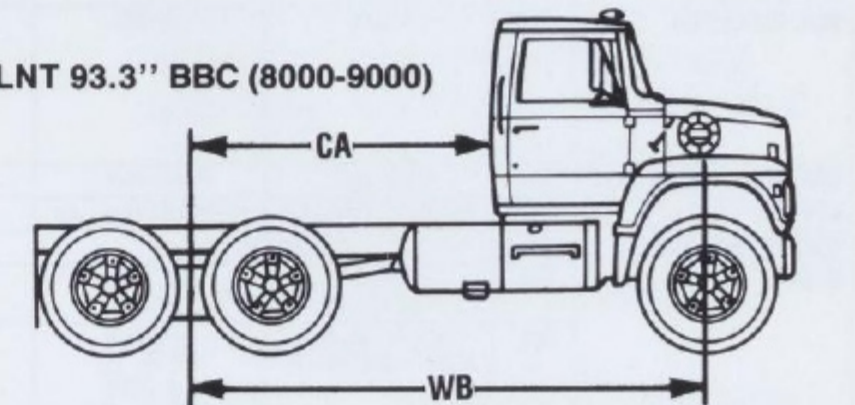
Dimensions

LN 95.3" BBC (700-7000)



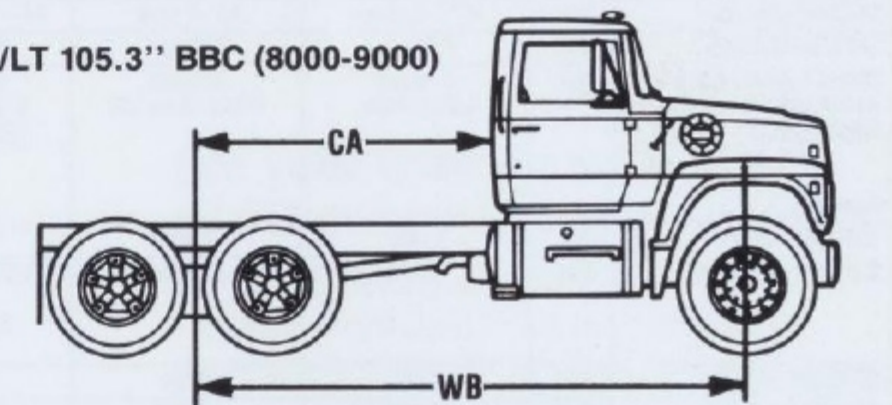
WB (in.)	124	136	148	166	184	202	220	250
CA (in.)	60	72	84	102	120	138	156	186
LN-700 D		X	X	X	X	X	X	X
LN-7000	X	X	X	X	X	X	X	X

LN/LNT 93.3" BBC (8000-9000)



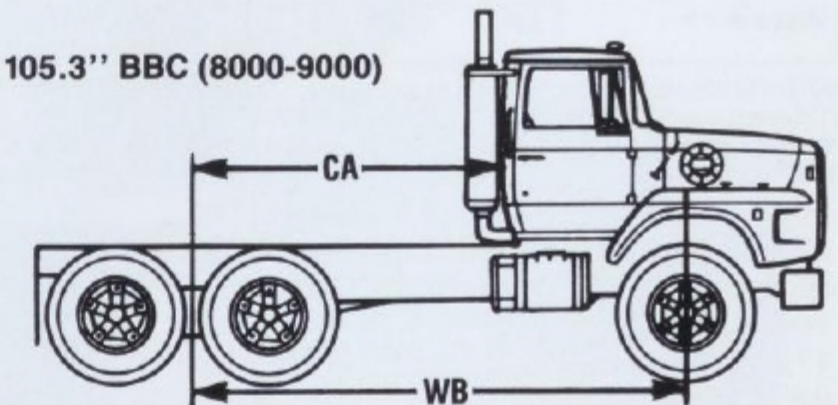
WB (in.)	138	144	150	162	174	186	204	223
CA (in.)	72	78	84	96	108	120	138	156
LN-8000	X		X	X	X	X	X	X
LN-9000	X		X	X				X
LNT-8000			X	X	X	X	X	X
LNT-9000	X	X	X	X				X

L/LT 105.3" BBC (8000-9000)



WB (in.)	138	150	162	174	186	204	222
CA (in.)	60	72	84	96	108	126	144
L-8000	X	X	X	X	X	X	X
L-9000		X	X	X	X	X	X
LT-8000		X	X	X	X	X	X
LT-9000		X	X	X	X	X	X

LS/LTS 105.3" BBC (8000-9000)



WB (in.)	143	155	167	185	203
CA (in.)	84	96	108	126	144
LTS-8000	X	X	X	X	X
LTS-9000	X	X	X	X	X
LS-8000*	X	X	X	X	X
LS-9000*	X	X	X	X	X

Additional wheelbases, CAs and frame lengths available PEO in 2-in. increments.
*Single rear axle models with set-back front axle available PEO.

Specifications

SERIES	SINGLE-AXLE SERIES				TANDEM-AXLE SERIES		SETBACK FRONT AXLE TANDEM SERIES	
	LN-700 D	LN-7000	L- & LN-8000	L- & LN-9000	LT- & LNT-8000	LT- & LNT-9000	LTS-8000	LTS-9000 ▲
GVW RATING lb.	Max. 28,000	28,000	35,000□	35,000□	62,000	62,000□	64,000	64,000□
GCW RATING lb.	Max. 50,000	50,000	75,000	80,000□	75,000	82,000□	75,000	82,000□
AXLE FRONT—	Std. 7,000	7,000	7,000	9,000	9,000	9,000	9,000	12,000
Max. Rating (lb.)	Opt. 9,000	9,000	9,000	10,000	11,000	11,000	12,000	16,000
			10,000	11,000	12,000	12,000	16,000	18,000
			11,000	12,000	16,000	16,000	18,000	20,000
			12,000	16,000 (5)	18,000	18,000	20,000	
			16,000 (5)	18,000 (5)				
AXLE, REAR—	Std. 17,500	17,500	19,000	23,000	34,000	34,000	34,000	34,000
Max. Rating (lb.)	Opt. 19,000	19,000	22,000	26,000 (5)	38,000	38,000	38,000	38,000
			23,000	29,000 (5)	46,000	40,000	46,000	40,000
			26,000 (5)			46,000	48,000 (5)	46,000
						48,000 (5)	58,000 (5)	48,000 (5)
						58,000 (5)		65,000 (5)
BRAKES, SERVICE SPLIT SYSTEM	Std. Power-Hyd., HD Power-Hyd., Air	Power-Hyd., HD Power-Hyd., Air	Air	Air	Air	Air	Air	Air
BRAKES, PARKING	Opt. Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type
ENGINE	Std. 8.2L-N-145 hp. (4)	Cat. 3208 -175 hp.	Cat. 3208 -175 hp.▲	Power Torque-240▲	Cat. 3208 -175 hp.▲	Power Torque-240▲	Cat. 3208 -175 hp.▲	Power Torque-240
	Opt. 8.2L-N 165 hp. (5) 8.2L-T—205 hp. (6)	Cat. 3208 165 hp. (5) Cat. 3208 -200 hp. (5)	Cat. 3208 Series from 165 to 250 hp. (5)	(1) 6-71N, 6-71TA (5) L-10-240 (5) L-10-270 (5) L-10-300 OA (5) Economy or 3406 Series NTC-300 Formula 240 Formula 270 Formula 350 NTC-350 Series Formula 300, 300 OA (5) Power Torque-270 6V-92 TA (LN)	Cat. 3208 Series from 165 to 250 hp. (5)	(1) 6-71N, 6-71TA (5) L-10-240 (5) L-10-270 (5) L-10-300 OA (5) Economy or 3406 Series NTC-300 Formula 240 Formula 270 Formula 350 NTC-350 Series Formula 300, 300 OA (5) Power Torque-270 6V-92 TA (LN)	Cat. 3208 Series from 165 to 250 hp. (5)	Power Torque-270 NTC-300 NTC-350 6-71N, 6-71TA (5) 3406B Series L-10-240 (5) L-10-270 (5) 6V-92 TA (5)
CLUTCH (Dia. in.)	Std. 14"—1 plate**	14—1 plate	14—1 plate (C)**	14—2 plate (2)	14—1 plate (C)**	14—2 plate (2)	14—1 plate (C)**	14—2 plate (2)
TRANSMISSIONS	Std. 4-Speed	4-Speed	5-Speed	10-Speed	5-Speed	10-Speed	5-Speed	10-Speed
Direct 5-speed trans. available with wide or close ratio	Opt. 5-Speed 4-Spd. Auto.	5-Speed 4-Spd. Auto. (5)	5-Speed 5-Spd. Auto. 10-Speed	4- and 5-Spd. Auto. 6-Spd., 7-Spd., 8-Spd. 9-Spd., 10-Spd. 12-Spd. (5), 13-Spd.	5-Speed 5-Spd. Auto. 10-Spd., 13-Spd.	4- and 5-Spd. Auto. 5-Spd., 6-Spd. 7-Spd., 8-Spd. 9-Spd., 10-Spd. 12-Spd. (5), 13-Spd. 4-Spd. (LT)	5-Speed 5-Spd. Auto. 10-Spd. (5), 13-Spd.	4- and 5-Spd. Auto. 5-Spd., 6-Spd. (5) 7-Spd., 8-Spd. 9-Spd., 10-Spd. 12-Spd. (5), 13-Spd.
Auxiliary					4-Spd.		4-Spd.	
SPRINGS, FRONT	Std. 3,500	3,500	4,500	4,500	4,500	4,500	5,500	6,800
Capacity @ grd.(lb.)	Opt. 4,500	4,500	4,500†, 5,500 6,000 8,000 (5)	4,500†, 5,500 6,000 8,000 (5)	4,500†, 5,500 6,000 8,000, 9,000 10,000	4,500†, 5,500 6,000 8,000, 9,000 10,000	8,000, 9,000 10,000	8,000, 9,000 10,000
SPRINGS, REAR	Std. 8,750	8,750	8,750	10,590	17,000	17,000	17,000	17,000
Capacity @ grd.(lb.)	Opt. 10,590 11,670	10,590 11,670	10,590 11,670† 14,470 (7)	11,670† 11,640†, 14,470	19,000 22,000	19,000 22,000, 24,000 (5) 32,500 (5)	19,000, 22,000	19,000, 22,000 24,000 (5), 32,500 (5)
Auxiliary springs	Std. 2,250	2,250	2,250	2,250				
POWER STEERING	Std. Standard	Standard	Standard	Optional	Standard	Optional	Standard	Standard
WHEELS	Std. Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt. 6- or 10-Hole Disc	6- or 10-Hole Disc	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)	10-Hole Disc (3)
TIRES (tube-type)	Std. 8.25 x 20 10PR	8.25 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR	9.00 x 20 10PR	10.00 x 20 12PR	9.00 x 20 10PR	10.00 x 20 12PR
Maximum **	Opt. 10.00 x 20 12PR	10.00 x 20 12PR	011R x 24.5G (14PR)	011R x 24.5G (14PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)	015R x 22.5J (18PR)

NOTE: Use adequate tires for loads and type of service. **Tubeless tires or flotation tires available. Consult your Ford Dealer. □Higher ratings available on these Series through Special Order.
 (1) Engines available for Calif. usage: NTC-300, Form.-300, NTC-350, 6V-92TA. (2) 151/2" 2-plate incl. with NTCC/Formula 350 and 3406 Series, ceramic face and self-adjusting optional. (3) Steel or aluminum or polished aluminum optional. (4) Becomes standard engine January 1, 1985, for gasoline and diesel engine models before January 1985, see the Ford LN-Series 600-7000 catalog. (5) PEO (6) 200 hp in Calif. (7) N.A. for tractor service. **14-in. 2-plate ceramic optional †Soft deflection rate type ††PEO except RPO LN-9000. ▲N.A. in Calif.

Ford LN-Series Stripped Chassis. Ford LN-700 Stripped Chassis are also available on Special Order for the special custom bodies of your choice. GVWRs range from 17,000 lb. to 28,000 lb. See your Ford Dealer for details.

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 manufacturer 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.

L-Line Chassis— optional equipment

Aluminum front bumper (8000-9000 NA LTS)

Aluminum rear hubs

Aluminum wheels (polished)



Auxiliary transmission with top-mounted PTO*

Butterfly hood (for 105.3" BBC)

Centrifuse brake drums

Coiled trailer brake air lines

Ether cold starting aid (less canister)

Extended front bumper

(8 1/2" spacer, 8000-9000 NA with extended frame)

Integral rear frame extension (8000-9000)

Mirrors, dual western

Stainless with stainless auxiliary convex

Lighted painted with painted auxiliary convex

Retract with stainless auxiliary convex

Self-adjusting clutch (9000)

Silicone hose package (7000-9000)

Stemco wet-type wheel seals Tach-O-Graph with 24-hr. clock (requires Linehaul panel)

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 lb.*

L-Line Cab— optional equipment

Adjustable steering wheel (8000-9000)

Air conditioning (8000-9000 includes High Output heater and tinted glass all around)

Air powered windshield wipers (air equipped models)

Bright grille and surround molding

Bright windshield molding (for standard cab)

Fleet instrument panel (for 8000 Series)

Linehaul instrument panel (for 9000 Series)

Sun visor, exterior *

Custom Exterior Trim Option with (in addition to or in place of standard) bright finish: Anodized aluminum grille • grille surround molding • hood latches • windshield reveal molding and pedestal mounted cab roof lights.

Custom Hi-Level Exterior Trim Option with (in addition to or in place of Custom Exterior) Bright finish: Torpedo-type cab lights

• Grover air horns (dual base) • aluminum bumper (chrome steel with LTS)

• western mirrors • fender-mounted bright turn signal lamps (except LTS) • bright vent window frame.

"Chrome and tape" dress ups. In addition to Custom and Custom Hi-Level Exterior Trim, Ford offers two special dress-up items.

Option "B" features your choice of four customized styling tape appliques in a variety of attractive colors. Or you can choose a special customized paint design in one of 12 multitone combinations. A black hood treatment is also offered.

Option "C" includes: Donaldson Silent Partner fiberglass-wrapped muffler with stainless steel outer shell and end caps, plus a chrome-plated exhaust stack. Also available with optional dual exhaust system.

*PEO

See your Ford Dealer about additional optional equipment.

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 8524

Litho in U.S.A.

8/84

FORD L-LINE

TRUCK OPERATIONS

