

FORD LTL-9000



CLASSIC FULL-CONVENTIONAL COMFORT... CLASSIC FORD TRUCK TOUGHNESS!



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.



Ford Truck Quality
Ford puts quality on the line — the Louisville LTL-9000 line — with 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 bring assembly people, engineers and management together to work on quality improvements. These programs are going to improve our quality. And we're going to keep on improving.

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

Our big, premium LL-* and LTL-9000 conventionals are designed and built to handle big payloads in style. The LTL-9000* has maximum GVWRs up to 100,000 lb. and GCWRs to 80,000 lb. The LTL-9000 tandems range up to 130,000 lb. GVWR and 138,000 lb. GCWR. Mighty choice of diesel power up to 400 horsepower.

*LTL-9000 with PEO single rear axle

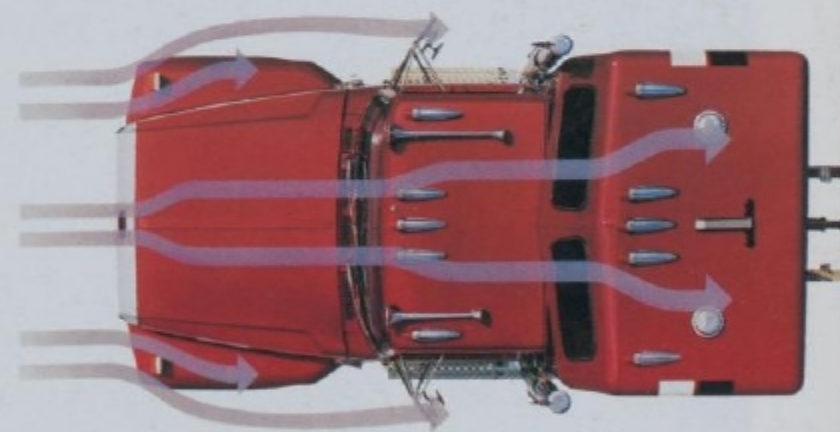
Air deflector mounts

To help reduce air drag even more and save fuel, Ford offers optional cab roof brackets for mounting a Rudkin Wiley or Uniroyal air deflector.

Aerodynamic design

The long hood has a clean aerodynamic design with an under hood, rather than exposed, air cleaner for a sleek appearance without external air drag. Drag is further reduced by mounting the bypass oil filter on the frame.

The entire hood assembly is carefully contoured to reduce profile air drag. Shown below is the LTL-9000 with attractive, streamlined standup sleeper compartment (Modification Center Installation).





Tough trucks — tailored to your job

Ford LL* and LTL-9000 Louisville trucks are built tough from the ground or road up. Built tough for the long haul, and built with component combinations to fit your rig 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, Fords are designed to be highly flexible in application. They have a wide variety of factory-installed and warranted options. Job-right components include heavy-duty components from leaders like Eaton, Rockwell and Fuller. Ratings up to 138,000 lb. GCW and special wheel-bases** up to 280 in. — or longer if needed!

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.

Spec 'em your way with fuel-efficient options

In addition to standard Ford LTL-9000 features to help save fuel and keep operating costs down (examples: Michelin XZA steel-belted radial tires and energy-saving fan clutch), Ford offers a wide choice of state-of-the-art fuel-efficient options. Options that include: the advanced-design Detroit Diesel "Silver 92" 8V-92s; Cummins Big Cam Formula diesels with Optimized Aftercooling (Late availability. See your Ford dealer for details.); Caterpillar 3406B and 3406B "Economy" diesels; overdrive transmissions; lightweight aluminum bumpers, wheels, front axles and fuel tanks; cab brackets for air deflector mounting, and much more.



Ford LL-9000* tractors and trucks are becoming increasingly popular western rigs. They combine the spacious full-conventional cab of the LTL with a single rear axle and make ideal tractors for pulling certain doubles or moving van trailers. GCWRs to 80,000 lb., GVWRs to 35,000 lb.

*LTL-9000 with PEO single rear axle **PEO



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



Custom Interior with optional linehaul instrument panel.



Sleeper compartment with Custom Hi-Level Trim.

The inside story of Ford comfort and convenience

Roomy Ford interiors are designed with the driver in mind 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 see and reach everything needed to control their rigs. And there's plenty of leg, hip and shoulder room. Three handsome and practical interior trims are offered.

Custom Hi-Level interior trim

Fully trimmed in caramel, or charcoal, it features (in addition to or in place of Custom items): fully padded door trim panels. 36-ounce carpet bonded to 1/2 in. of needle nylon insulation and laid over fiberglass insulation covering the floor. 18-ounce carpet on lower cab back panel and dual map pockets. Vinyl upper cab back panel. Polyknit/vinyl headlining with foam padding. 21-in. sport steering wheel. National Companion seat with fore-aft isolator and lockout. Dual black auxiliary floor mats (not shown). Radio prep package with mounting console, wiring and antenna.

Custom interior trim

Available in tan/saddle, and includes (in addition to or in place of standard items): polished woodtone vinyl applique on the optional linehaul instrument panel (black with standard fleet panel). Padded door trim panels with map pockets. Vinyl-covered foam rubber-backed floor mat over fiberglass insulation. Cab back insulation panel. Left door courtesy light switch.

Standard interior

National Cush-N-Aire lo-back driver's seat (adjustable lumbar support) is trimmed with breathable knitted vinyl in charcoal. Cab back trim panel over insulation. Charcoal-painted hardboard headlining. Dual vinyl sun visors. Tinted windshield. Map pocket in driver's door. Armrests on doors. Black vinyl-covered 1/4" foam-backed rubber floor mat over 3/8" fiberglass insulation. Dual bright aluminum door-mounted assist handles.



Standard Interior.

Optional linehaul instrument panel shown.



Fleet instrument panel

Gauges are positioned for fast reading and places controls within easy reach. Fleet panel is now standard on ITLs. White steering wheel is DSO option.



Big choice of seats

Ford offers a wide selection of lo- and hi-back driver and passenger seats for comfort and driving efficiency.

Built Ford Tough

LTL-Series trucks are designed to meet and overcome the formidable challenges of the job site. For example, to handle the work day'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 diamond 4-point mounting system with heavy-duty rubber mounts.

Handsome fit and finish

The LTL-9000 has a special compression-molded long-nose hood, and an outstanding finish to match its great fit. The hood's fine finish is complemented by the bright, extruded aluminum grille and the optional chrome-plated zinc die-cast grille surround molding.

The hood hinge is a lightweight aluminum forging with fore-and-aft, vertical and side-to-side adjustments for optimum fit. There's also a tough stabilizer system to keep the hood and radiator in place for severe duty service.

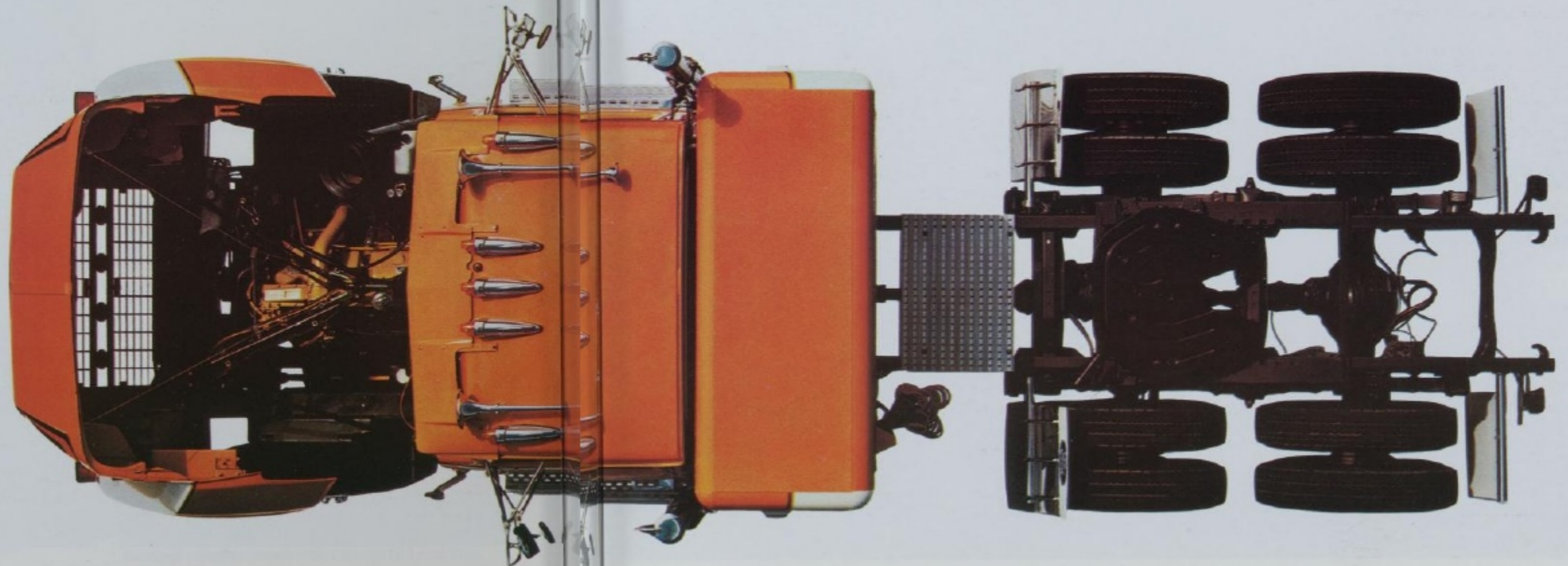
Tight turning trucks

Ford full conventional LTLs have wide-track front axles with large wheel-cut angles.

New Optimized Aftercooling* efficiency

Ford's unique new low temperature aftercooling system increases diesel engine efficiency and improves fuel economy. Available in the LTL-9000 with the Cummins Formula 300 OA, an engine-mounted water-to-air heat exchanger and a special high-efficiency radiator to get the coolant temperature entering the aftercooler very low for improved engine efficiency.

*Late availability. See your Ford dealer for details.



Anti-corrosion cab protection

Beneath their attractive appearance, Ford LTL 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.

Exhaust systems

In addition to the standard frame-mounted bright vertical muffler and pipe, the LTL offers a choice of optional exhaust systems. These systems include: dual** bright vertical mufflers and pipes, single or dual** horizontal mufflers and bright vertical pipes, or a single horizontal muffler with bright or plain vertical pipe (N.A. with V-8s) routed under the frame for special body clearances.

**Duals are standard with 8V-92TA Detroit Diesels, and available PEO with Cummins NTC and Caterpillar engines.

Baked-on enamel finish

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

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 wind up, 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.

Tandem suspensions

The Hendrickson E4-340 is standard and E4-380 is available on LTL-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). These E4-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. Ford continues to offer a wide choice of other tandem suspensions to meet your on or off highway job requirements.



Service ease

Ford LTL 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 60 degrees with a standard gas cylinder assist system which also gently closes the hood. 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

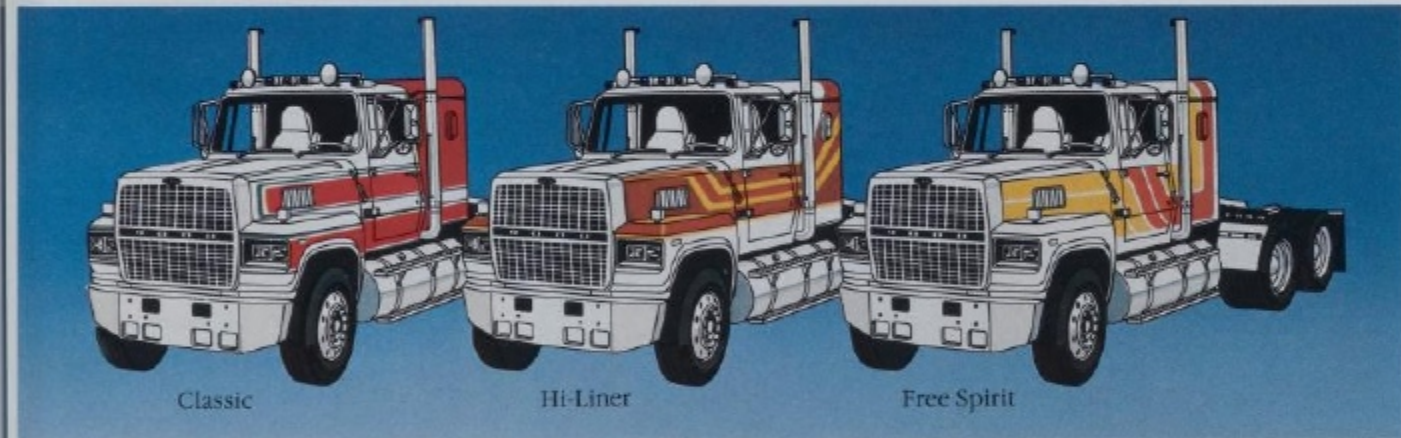
removed; removable Air-Pac that allows air controls and manifold to be taken out as a unit for repair; chassis wiring, secured with non-abrasive fasteners, routed high on the frame rail and away from the "corrosion gutter."

Dimensions

Ford LTL-9000 Dimensions — Inches

WB	CA w/o Sleeper	CA w/34" Sleeper	AF	OAL
174	87		63	266
186	99		63	278
204	117	81	63*	296*
222	135	99	75	326
246	159	123	126	401

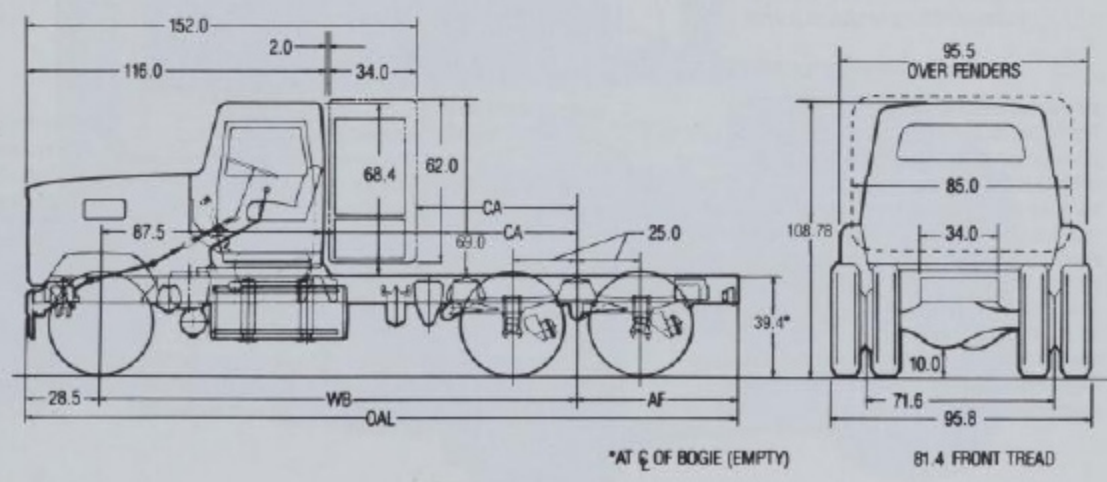
*75" AF and 308" OAL with LTL-Series with Hendrickson Walking Beam Suspension. Dimensions are for base models with standard equipment. Special wheelbases available up to 280" (or longer depending on application). Consult your Ford Dealer for details.



Attractive multitone options
Ford offers "custom-type" paint/tape schemes in many combinations so you can dress up your rig at the factory. And multitone paints are all baked-on enamel for lasting beauty.

Custom Hi-Level Exterior Trim
Option includes: bright finish, grille surround molding, hood latches, Dietz cab roof lights, dual Grover air horns, deep-design aluminum bumper with dual driving and fog lights, Western mirrors, vent window frame.

Dual Hi-Level trim
Combination of Custom Hi-Level Exterior Trim with Custom Hi-Level Interior Trim shown on pages 8 and 9.



Specifications

Standard equipment

- Axle, Front**
12,000-lb. Ford-Rockwell
- Axle, Rear**
Tandem (LTL)
38,000-lb. Rockwell SQ-100 steel
Single Axle (LL*)
23,000 lb. Rockwell R-170
- Axle Equipment**
Grease seals, front
Ross 504 manual steering
black steering wheel
National unitized wheel seals, rear
Rear axle magnetic drain plugs
- Brakes, Service**
Full air, cam type
Front — 15"x4" w/type 16 chambers
Rear — 16 1/2"x7"
- Brake Equipment**
13.2-cu. ft. Cummins compressor
Anchor-Lok spring-set parking brake
- Cab Equipment**
National Cush-N-Aire driver's seat
— Lo-Back
Tinted windshield
Electric wipers w/washers
Dual Signalone air horns
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
Map pocket — LH door
ICC lights and reflectors
16"x7" western mirrors — painted, with convex auxiliary mirrors
Cab painted any standard color
Chassis painted black
- Electrical**
75 amp. Motorcraft alternator
Two 12 volt, 93 amp., 625 CCA each,
Motorcraft maintenance-free batteries in aluminum boxes
Automatic reset circuit breakers

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.

	DIESEL ENGINE CHOICES	SAE Max. Gross Horsepower Ratings
Std.	Cummins NTC 300	300 hp @ 2100 rpm*
Opt.	Cummins Formula 300	300 hp @ 1800 rpm*
Opt.	Cummins Formula 300 Optimized Aftercooling†	300 hp @ 1800 rpm†
Opt.	Cummins NTC-350	350 hp @ 2100 rpm*
Opt.	Cummins Formula 350	350 hp @ 1800 rpm
Opt.	Cummins NTC 400	400 hp @ 2100 rpm*†
Opt.	Cummins Formula 400	400 hp @ 1900 rpm†
Opt.	Detroit Diesel 8V-92TA	400 hp @ 2100 rpm*†
Opt.	Cat. Diesel Economy 3406B	310 hp @ 1800 rpm
Opt.	Cat. Diesel 3406B	310 hp @ 2100 rpm
Opt.	Cat. Diesel Economy 3406B	350 hp @ 1800 rpm†
Opt.	Cat. Diesel 3406B	350 hp @ 2100 rpm†
Opt.	Cat. Diesel Economy 3406B	400 hp @ 1800 rpm†
Opt.	Cat. Diesel 3406B	400 hp @ 2100 rpm*†

*Available in California. †Not available with PEO single-axle option. ‡Late availability. See your Ford dealer for details.

Engine

Cummins, NTC-300

Engine Equipment

- Single stage, 13" dry-type air cleaner w/restriction indicator
- Spicer 14" two-plate dampened disc clutch
- Single frame-mounted vertical muffler and 5" pipe — bright finish
- Cummins spin-on bypass oil filter
- Bendix fan clutch
- Delco 12 volt 40 MT type 400 starter w/push-button switch
- Locking Thandle throttle
- 1445-sq. in. cross-flow radiator
- Cummins Fleetguard water filter w/Cummins and Caterpillar engines

Frame — 110,000 PSI Steel

- 10.12"x3.13"x.312"
- 13.3 SM straight rail
- 1,463,000 RBM
- Bolted construction

Fuel Tank

- 20" diameter aluminum, frame-mounted LH w/steps
- 65-gallon capacity

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

Springs, Front

- 4"x52" flat leaf type
- 6800-lb. capacity each at ground
- "H-Beam" spring shackle

Suspension, Rear

- Tandem (LTL)**
Hendrickson E4-340 4-spring type
- 34,000-lb capacity
- 52" axle spacing
- Single Axle (LL*)**
Radius leaf springs
- 10,590-lb. capacity
- 2,250-lb auxiliary

Tires/Wheels

- Michelin 11Rx22.5XZA
- 10-hole steel disc
- Statically balanced tires, wheels and hubs/spiders

Transmission

- Fuller RT-11610, ten-speed direct
- Spicer 1760 main/1610 interaxle drive line

Miscellaneous

- Painted steel bumper
- Electrocoat cab corrosion protection
- *PEO

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.

Chassis — optional equipment

Axle, Front

- 11,000-lb. steel
- 12,000-lb. aluminum
- 16,000-lb. steel

Axle, Rear

- 38,000-lb. Eaton
- 38,000-lb. Rockwell w/aluminum carrier
- 40,000-lb. Rockwell — steel or aluminum
- 46,000-lb. Rockwell or Eaton

Brakes, Service

- Front, power disc air wedge
- Rear, centrifuge brake drums

Brakes, Parking

- Maxi I or II, MGM

Frame

- SM: 15.9, 21.6, 26, 30

Fuel Tanks

- 65-Gal. dual aluminum
- 95-Gal. dual aluminum
- 95-Gal. dual aluminum — polished
- 120-Gal. dual aluminum

Steering

- Power

Suspension, Rear

- Hendrickson: U-340, UA-340, UE-340, UEA-340, RT-380, RT-380 HD, RTA-380, RTE-380, RTEA-380, RS-380, RT-440, RT-440 HD, RSA-380, E4-380.

Cab — optional equipment

Bright grille surround w/standard trim

Bumper — 18" chromed aluminum with dual Marchal fog and driving lights

Radio hot post and ground

Radio:

- AM push button
- AM/FM stereo**
- AM/FM stereo w/cassette tape**

Bright windshield molding w/standard trim

Air conditioning — integral w/radiator-mounted condenser and tinted glass

Torpedo marker lights w/standard trim

Instrument panel, linehaul

Temperature gauges — engine oil, transmission, rear axle

Dual Grover No. 1700 air horns

Snow shields for Grover horns

Warning lights — oil pressure and water temperature

Warning lights w/buzzers — oil pressure and water temperature

Western mirrors — stainless

- lighted, painted
- lighted, heated, stainless
- stainless, for 102" wide trailers**

Adjustable steering column

Steering wheels — 22" w/power steering (std. w/manual)

- 21" sport (included w/Custom Hi-Level trim)
- 20" w/power steering (std. w/power steering)

Speedograph and/or tachograph

Tinted glass all around (included with air conditioning)

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

Standup sleeper version now available

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/std. trim

*Modification Center Installation **PEO

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 8525

Litho in U.S.A.

8/84

FORD LTL-9000

TRUCK OPERATIONS

