



F-SERIES



Ford's Total Truck—
Performance, Versatility,
Toughness



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



The F-Series — Ford's Total Truck

At Ford, the Total Truck concept begins before you buy your truck, with engineering, manufacturing and marketing programs designed to bring you the most for your trucking dollar. And continues through the life of your truck backed by Ford's vast network of Service and Parts Distribution Centers.

Ford's commitment to the Total Truck concept is clearly demonstrated in the F-Series. From the job-tough F-700 4x4, or FT-900 tandem series, to the fuel efficient F-8000 "Economy 200" champion. From high GVWRs and big 10,000-pound standard front axle tandems to a variety of power plant options — gasoline, LP-Gas or turbo diesel — the F-Series stands out from the crowd in performance, versatility and toughness.

The performance and product features discussed below characterize the qualities that go into the F-Series. Qualities that pay off for you at time of purchase and keep paying off mile-after-mile, year-after-year, right through trade-in.

Total Truck Product Development

The Total Truck concept starts with engineering research. In the F-Series, you have the advantage of some of the latest product developments. Developments designed to enhance performance and to save you money, like Ford's *split-hydraulic brake system* that combines air brake advantages — such as spring-set parking brakes — with hydraulic prices (see page 13).

Total Truck Quality

Ford puts quality on the line for you. Our philosophy: you can't repair quality into a truck — it has to be built into it at Job 1.

Total Truck Aerodynamic Design

Under the hood and out, the F-Series is totally designed with you in mind. For increased fuel economy, swept-back fenders and bumper, rounded hood,



A-pillar contours and low cab height all help minimize air drag.

Total Fuel Savings — Up To 19% On Average With The Ford "F-8000 Economy 200"

For money-saving efficiency that can improve total fuel costs, 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 and 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 ATYSAE 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.

Work-Ready Fords Expand The Total Truck Story

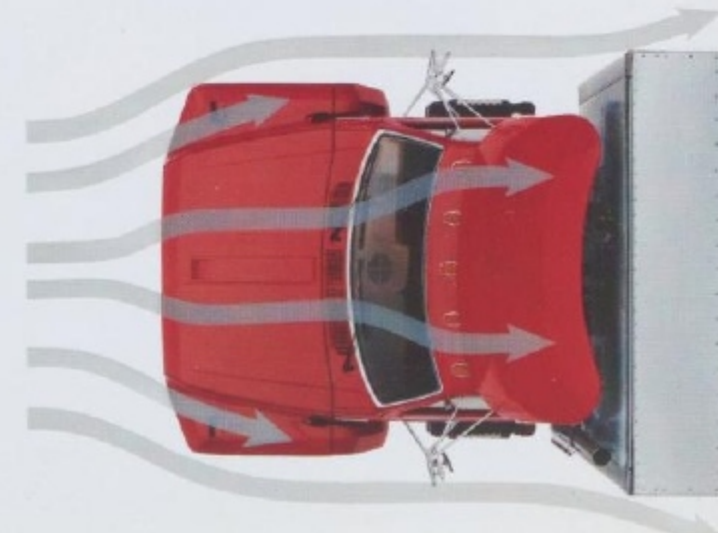
Ford adds another chapter to the Total Truck story with the Work-Ready Program** designed to get you the right pre-priced, pre-engineered powertrain, frame, axles and springs for your exact vocational needs. And get them fast.

No-Charge Extended Service Coverage

— As an added benefit, choose an F-Series truck through Ford's Work-Ready Program and receive cost-free coverage for 24 months/50,000 miles (whichever occurs first) on gas powered models and 24 months/unlimited mileage on diesel powered models, full parts and labor — a savings of nearly \$1,000 depending on series and engine model.†

**See your Ford Dealer for details and availability.

†Based on manufacturer's suggested retail price.



Total Truck Versatility — On The Road Or Off, With Diesel, Gasoline Or LP-Gas Power

Ford knows you may have unique operating conditions and special truck transportation needs. That's why the F-Series Total Truck covers such a wide range of highway, city, alley and off-road applications. And Ford knows today's economic realities require more power-train versatility. That's why the F-Series offers you a variety of diesel, gasoline or LP-Gas engines unmatched by any other truck manufacturer. With Ford versatility, you get the truck you need, not the truck that almost fits — the difference could keep you in business.

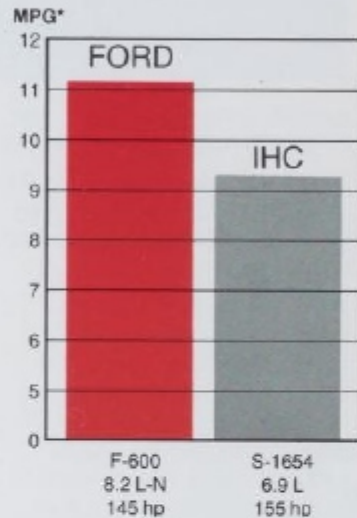
Diesels — Increase Your Fuel Economy As Much As 20%

Ford offers a broad range of Detroit Diesel 8.2L "Fuel Pincher" diesels and Caterpillar 3208s from

145 to 250 horsepower, naturally aspirated, turbocharged and fuel economy versions. And speaking of fuel economy, SAE Type II fuel economy tests show the Ford/8.2L "Fuel Pincher" power team superiority over the competition in three GVW/GCW ranges — up to a whopping 20% in the F-600 over International Harvester's S-1654/6.9L configuration.

SAE Type II Fuel Economy Test Results

20,000 lbs, GVW/GCW



*MPG figures are valid only for the specific course, vehicle specifications, speeds, and driver techniques used during the tests. Your actual mpg figures will vary depending upon your use.

Gasoline Or LP-Gas Versatility

At a time when other truck manufacturers are getting out of the gasoline engine business, F-Series trucks continue to offer versatile Ford gasoline engines specifically designed for medium truck applications. Efficient Lima 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, providing LP-Gas economy* and maintenance advantages.

*EPA ratings not applicable.

Off-Road 4x4 Versatility

For off-road versatility, rugged Ford F-700 4x4s** are designed for use in 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 Option





The Driver's Point Of View

The driver is the focal point of the Total Truck inside story. His comfort and feeling of pride in the truck he drives are key ingredients in his daily performance and your profit margin.

Ford initially introduced the famous "Driverized Cab." Today it's called "driver-friendly," meaning the operator can conveniently reach everything needed to control his rig, improving driver safety. Step inside the modern F-Series cab and see the difference a Ford makes. 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 special parking brake knob on the instrument panel

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

eliminates the need for a foot-actuated parking brake pedal or parking hand lever. Also, the ignition switch is located on the steering column, as is the lever for the optional automatic transmission. All for added leg room and riding comfort.

Power steering is standard for handling and maneuvering ease, contributing to shorter trip times and reduced driver fatigue. And the large windshield plus hood design provide good forward visibility. 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 Chestnut. 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 Below)

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. Back of cab carpet. Polyknit vinyl seat trim, color-keyed in Charcoal or Chestnut. Folding seat back. Retractable seat belts. Cigarette lighter. Full-length black floor mat with insulation.



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.

*Fixed Companion Special Order Option

Total Truck Toughness — Full Parts And Service

The F-Series is built Ford Tough and backed by a full parts and service program for complete owner satisfaction. 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 for improved shock absorption and distribution of stress. And, Ford frames have full-channel straight-through rails up to 110,000 psi hi-tensile steel to form a sturdy backbone.

Standard Cab Exterior Features

Standard F-Series cab features go beyond toughness. Bright windshield molding adds a touch of class. Painted western mirrors with auxiliary convex mirrors, two-speed electric windshield wipers and washers, and premium halogen headlamps work together for improved visibility. Dual cab assist handles make getting in and out of the cab easier and safer.

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.

Tough 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.

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. There are five off-highway and five on-highway speeds. 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.

Big Reinforced Frame Options

For the specialized needs of

city and utility vehicles with big hoists or overhead cranes, a tough 21.0 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 and a 2,915,000 RBM rating.

*Special Order Option

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, and side-mounted PTO provisions.

Total Parts And Service Support

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.

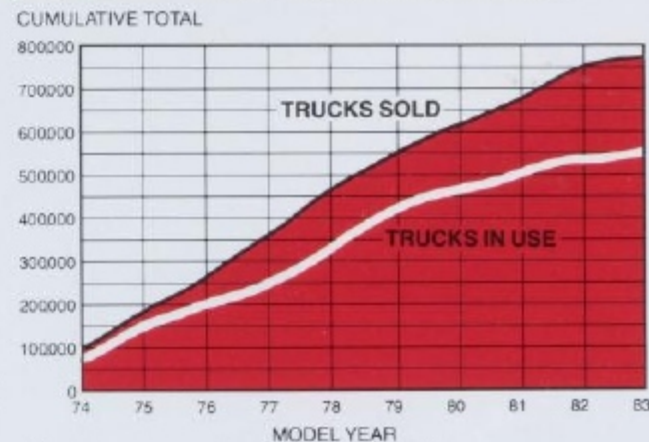
A Turn For The Better

Being the tough truck on the block, doesn't mean the F-Series is hard to handle. Swept-back bumper, wide track front axles with up to 40° wheel-cut angles, and precise steering all combine for outstanding response. And power steering is standard across the total F-Series line for maneuvering ease through tight city streets and loading docks.

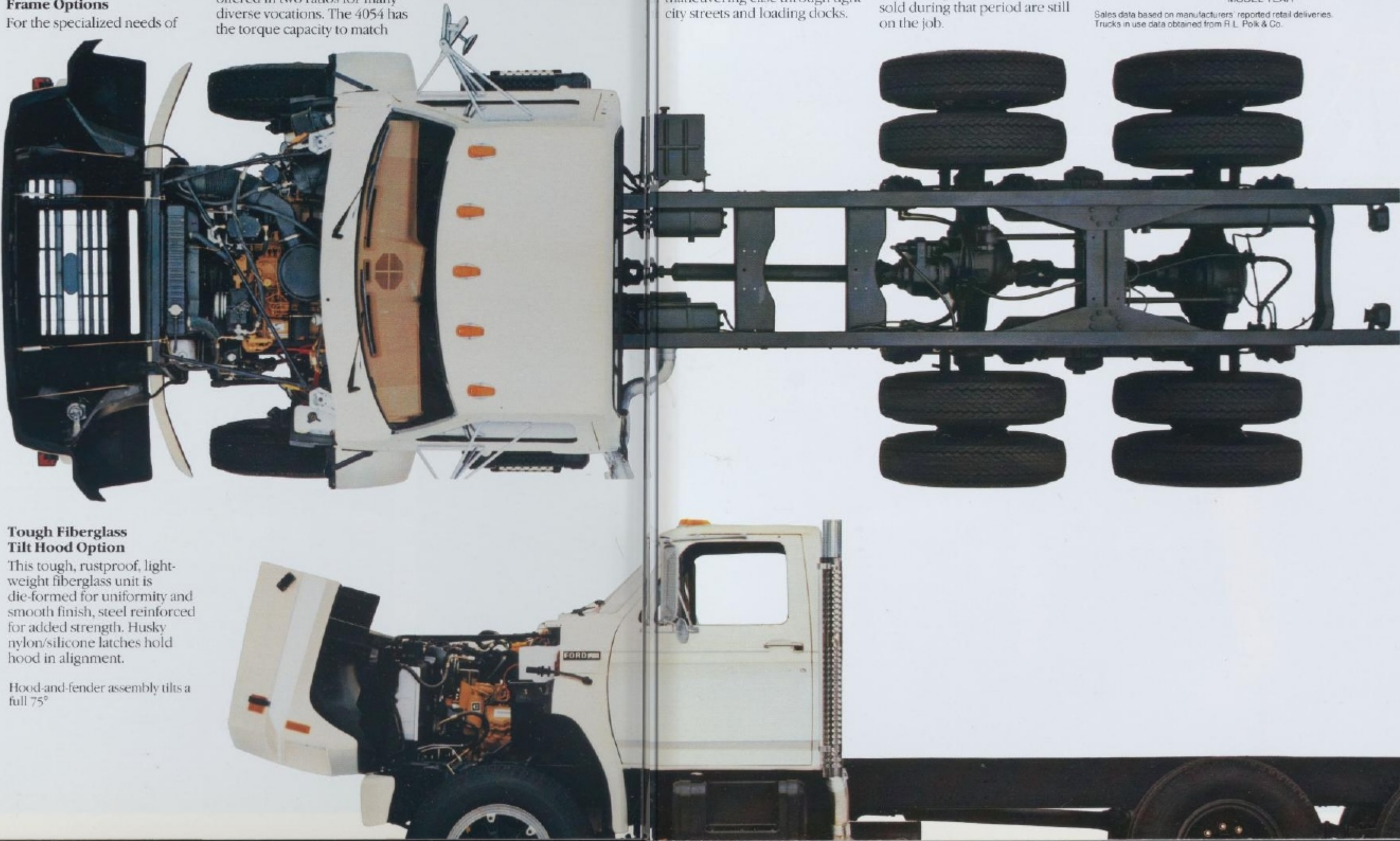
Service Over The Long Haul

It's become a tradition—with Ford trucks, you're in for the long haul. Built tough for extended service, the F-Series is designed to handle the formidable challenges of the job site, day in, day out, mile after mile. Ford sold almost ¾ million heavy trucks in the ten-year period preceding July, 1983. As you can see from the accompanying chart, over 500,000 of these trucks are still in operation. In fact, over 70% of all Ford big trucks (Classes 6-8) sold during that period are still on the job.

Ford Sold Almost 800,000 Class 6-8 Trucks From 1974 - July 1, 1983... Over 500,000 Are Still In Use*



Sales data based on manufacturers' reported retail deliveries. Trucks in use data obtained from R. L. Polk & Co.



Tough Fiberglass Tilt Hood Option

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

Hood-and-fender assembly tilts a full 75°



Big Opening For Service Ease

Ford F-Series trucks can *open wide* with their 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-holds conveniently located on the top front of the hood. The result: shorter maintenance down time. And that's money saved!

In addition to the tilting hood, Ford's standard 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:

- 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.

Ford Truck Performance Brake-Through!

Ford's commitment to modern, state-of-the-art excellence is clearly demonstrated by the 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.

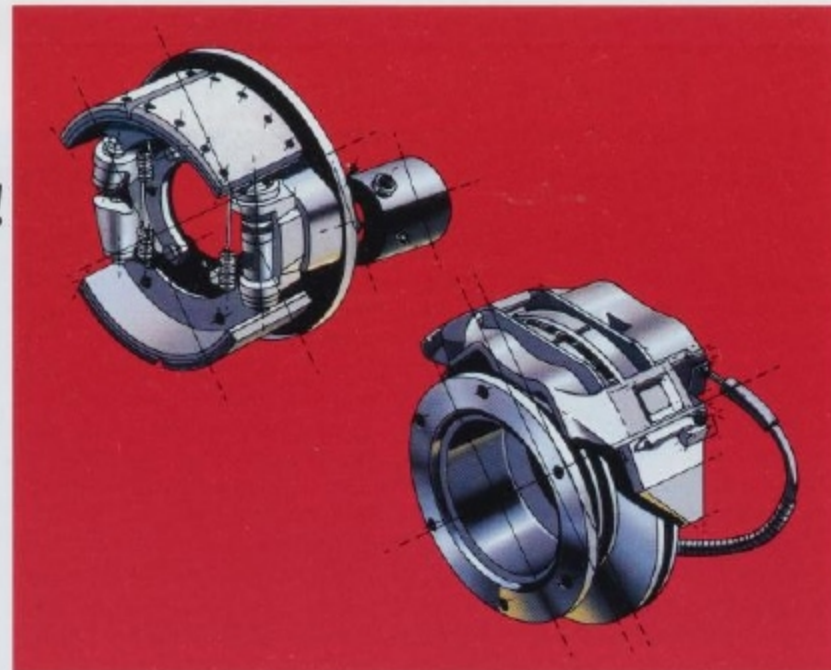
Powered by hydraulic pressure, the brakes are operable at engine start. Front disc brakes are fade-resistant. Big rear drum brakes are designed to run cool behind the truck's dual wheels. Ford's rear drum brakes have long-life linings 3/4" thick. Quick visual wear check. There are fewer parts, which 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 proven in rigorous school bus and F-Series service since 1984. The vacuum booster, reserve tank and lines required with competitive 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, both the 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 backup and motor. The 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, for fade-resistance and long life. And a 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 brake linings. And Ford pads can be easily inspected through a large opening in the top of the caliper, so there's no

guessing about the life of your brakes. Disc brake service simplicity — only 5 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 save important seconds.

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	25,000	35,000	28,000	35,000	50,000	50,000	50,000
GCWR (lb.)	Max. —	60,000	—	60,000	45,000	75,000	60,000	75,000	50,000
AXLE, FRONT	Std. 6,000	7,000	7,500	7,000	7,000	7,000	10,000	10,000	10,000
Rating (lb.)	Opt. 7,000	7,000 9,000	—	7,000, 9,000, 10,000, 11,000, 12,000	7,000 9,000	7,000, 9,000, 10,000, 11,000, 12,000	11,000 12,000	11,000 12,000	11,000 12,000
AXLE, REAR	Std. 15,000	17,500	17,500	19,000	17,500	19,000	34,000	34,000	34,000
Rating (lb.)	Opt. 13,000 15,000, 17,500	17,500, 19,000	—	19,000, 22,000, 23,000	19,000	19,000, 22,000, 23,000	34,000, 38,000, 40,000	34,000, 38,000, 40,000	34,000, 38,000, 40,000
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 Sp.-Hyd. Rear, Air	Split-Hyd. HD Sp.-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	6.1L(370) 4V V-8	6.1L(370) 4V V-8†	6.1L(370) 4V V-8	3208N— 165 hp. (D)‡	3208N— 165 hp. (D)‡	6.1L(370) 4V V-8†	3208N— 165 hp. (D)‡	8.2L-T— 205 hp. (D)**
4V gasoline engines are available in LP-Gas version	Opt. 6.1L(370) 4V V-8 8.2L-N— 145 hp. (D) 165 hp. (D)	6.1L(370) 2V V-8 7.0L(429)4V V-8 8.2L-N— 145 hp. (D) 165 hp. (D) 8.2L-T— 165 hp. (D) 8.2L-T— 205 hp. (D)**	8.2L-N— 165 hp. (D)	7.0L(429) 4V V-8 8.2L-N— 165 hp. (D) 8.2L-T— 205 hp. (D)**	3208N— 200 hp. (D)‡ 3208N— 210 hp. (D)‡ 3208T— 175 hp. (D)▲ 200 hp. (D)▲	3208N—200 hp. (D)‡ 3208N—210 hp. (D)‡ 3208T—200 hp. Econ. (D)‡ 3208T—225 hp. (D) 3208T—250 hp. (D)‡ 3208T—215 hp. (D)‡ 3208T—175 hp. (D)▲ 3208T—200 hp. Econ. (D)‡	7.0L(429) 4V V-8†	3208N—200 hp. (D)‡ 3208N—210 hp. (D)‡ 3208T—225 hp. (D) 3208T—250 hp. (D)‡ 3208T—215 hp. (D)‡ 3208T—175 hp. (D)▲ 3208T—200 hp. Econ. (D)‡	8.2L-T— 205 hp. (D)**
TRANS-MISSION*	Std. 4-Spd.	4-Spd.	5-Spd. Δ	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.
FRAMES	Std. 7.6 SM 380,000RBM	10.2 SM 510,000RBM	10.8 SM 1,188,000RBM	10.2 SM 510,000RBM	10.2 SM 510,000RBM	10.2 SM 510,000RBM	15.9 SM 1,749,000RBM	15.9 SM 1,749,000RBM	15.9 SM 1,749,000RBM
RBM - SM x Yield Strength	Max. 10.8 SM 1,188,000RBM	10.8 SM 1,188,000RBM	—	15.9 SM 1,749,000RBM	10.8 SM 1,188,000RBM	15.9 SM 1,749,000RBM	26.5 SM 2,915,000RBM	26.5 SM 2,915,000RBM	26.5 SM 2,915,000RBM
SPRINGS, FRONT	Std. 6.850	7.000	7.500	7.000	7.000	7.000	10.000	10.000	10.000
Max. Capy. @ Ground (lb.) ²	Opt. 9,000	9,000	—	13,600†	9,000	13,600†	13,600†	13,600†	13,600†
SPRINGS/ SUSPENSION REAR	Std. 15,000	17,500	17,500	17,500	17,500	17,500	U-340‡‡	U-340‡‡	U-340‡‡
MAX. CAPY. @ Ground (lb.) ²	Opt. 17,500	21,180	21,180	21,180 w/ 19,000 axle	21,180	21,180 w/ 19,000 axle	UE-340‡‡ RT-380‡‡	UE-340‡‡ RT-380‡‡	UE-340‡‡ RT-380‡‡
Auxiliary (lb.)	Std. 2,250	2,250	2,250	2,250	2,250	2,250	—	—	—

*Special order **200 hp. in CA •Wide range of optional transmissions — see your Ford Dealer. ΔRockwell T-233-C1B transfer case ▲CA only †NA in CA ‡Aluminum optional §Low deflection — NA with 19,000 axle. ◻RBM = Yield strength ◻Combined ratings. Larger optional axles have matched springs — see your Ford Dealer. (D) = Diesel †With 12,000-pound axle.

Dimensions

Single Rear Axle Model

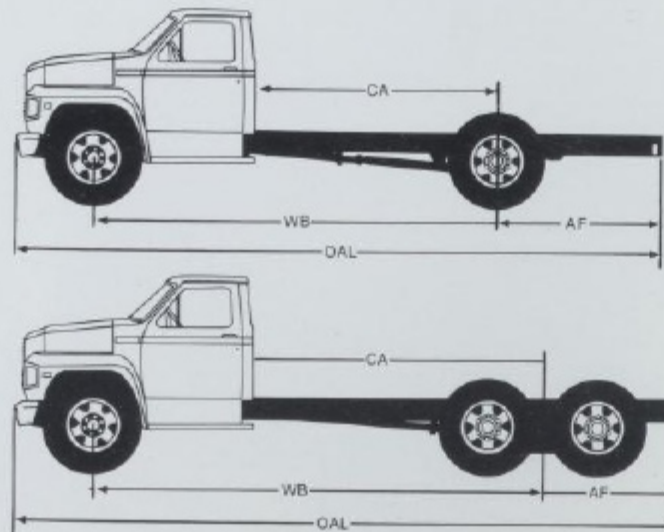
WB (in.)	CA (in.)	AF (in.)	OAL (in.)
129	60	39	202
141	72	39	214
153	84	39	226
171	102	61	266
177	108	70	281
189	120	73	296
207	138	93	334
225	156	100	359
237	168	130	401

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



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 Motorola 130 amp.

Aluminum rear hubs*

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

Centrifuge 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

• 18-gal. (NA with gasoline engine)

• 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

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 exhaust with diesels

Wet-type wheel seals

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

**RPO (Fixed Companion Special Order Option)

† 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.

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.

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 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.

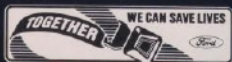
"Ask Your Ford Dealer"

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.





Now More Than Ever
Ford Means Business
In Big Trucks



FTO-8621 Litho in U.S.A. 8/85



FORD F-SERIES

TRUCK OPERATIONS

