



L-SERIES



The Ford Tradition—
Value, Flexibility, Service



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



The Louisville Line

The Louisville Line

Proven in over 60 billion miles of customer use in almost every type of application across America, the Louisville Line has come to exemplify the Ford tradition of value, flexibility and service—the qualities you've come to expect in a Ford truck. This brilliant tradition is based on the special experience and care with which trucks are built in Ford's giant Kentucky Truck Plant. Our philosophy: you can't repair quality into a truck; it has to be built into it at Job 1. Ford won't accept anything less. Why should you?

L-Series Value

The L-Series takes full advantage of Ford's innovative engineering and marketing activities to provide you with what we think is the best return on your trucking dollar.

The new product developments, engineering improvements and sales and service programs described throughout this catalog all show that the Ford tradition was built with you in mind, with performance and low cost of ownership as our goal.

Aerodynamic Improvement Package—Cheat The Wind, Not Your Pocketbook

It's a hard fact: as much as 50% of the power required to move your truck down the highway at legal speeds can be spent overcoming air drag. That spent power is money wasted.

Recover part of that loss with Ford's new Rudkin-Wiley Aerodynamic Improvement Package—available on all L-8000/9000 Series models, complete with factory-installed cab reinforcements, plus locally installed fiberglass roof fairing, variable top trim tab and cab side extenders.

1984 Ford Engineering "coast-down" tests on L-Series trucks fitted with the Rudkin-Wiley Aerodynamic Improvement Package showed a 16.5% drag improvement over identical trucks without the package.



Every 10% improvement in drag reduction—at a constant road speed of 55 mph—results in an approximate 5% increase in fuel economy. As the accompanying graph illustrates, project these figures over the life of your truck and you have estimated savings you can take to the bank.

A New Generation Of Diesels—New Ways To Cut Costs

The Cummins L-10 diesel engine is one of the many new generation of extra efficient diesels offered in L-Series trucks. Characterized by its lightweight design—allowing you to increase your payload—the L-10 features Optimized Aftercooling (available in the 9000 series).

Because cool air contains more oxygen per cubic inch than hot air, it burns with greater energy. The LNT-9000's engine mounted water-to-air heat exchanger and a high-efficiency radiator reduce the tempera-

ture of the coolant entering the aftercooler. The result: cooler intake air for more complete combustion, increased power and improved fuel economy.

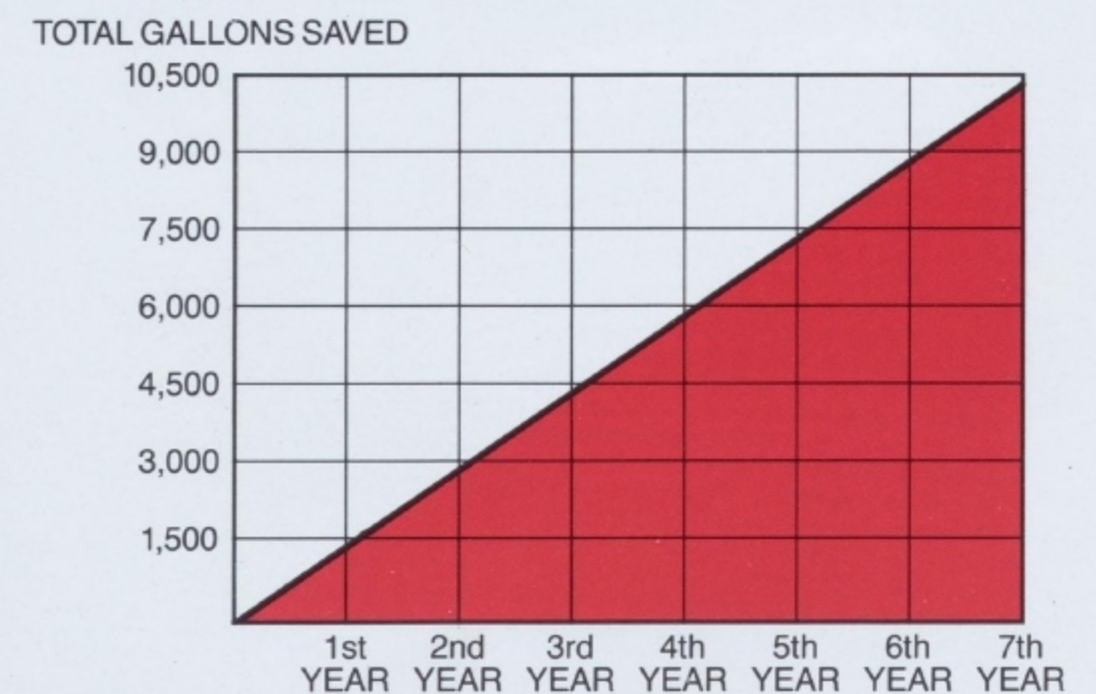
Work-Ready Fords For Added Value—No-Charge Extended Service Coverage

A Ford innovation, the Work-Ready Program* is designed to get you the right pre-priced, pre-engineered powertrain, frames, axles and springs for your exact needs. And get them fast.

Order an L-Series truck through the Work-Ready Program and receive cost-free full parts and labor service coverage ranging from 24 months/unlimited mileage in mid-range application to 36 months/300,000 miles (whichever occurs first) in premium applications—a savings which can run from nearly \$1,000 to \$4,300.†

*See your Ford Dealer for details and availability.
†Based on manufacturer's suggested retail price.

Aerodynamic Improvement Package Estimated Fuel Savings At 55 MPH*



*Projections are valid only for the specific course, vehicle specifications, speeds and driver techniques used during Ford testing. The above chart shows an average annual fuel savings of 8.2% on a truck equipped with the Aerodynamic Improvement Package consuming 18,520 gallons of fuel per 100,000 miles over an identical truck without the Package consuming 20,000 gallons per 100,000 miles. Your actual savings will vary depending on your use.

L-Series Flexibility—Name Your Job; We've Already Designed Your Truck.

Louisville flexibility is the result of experience gained over decades of problem solving. Thousands of component combinations match each truck to your individual use. With the L-Series you get the truck you exactly need, not the truck that almost fits.

Flexible Power—A Full Line Of Diesel Engines

The powertrain is the guts of your job-fitted truck. The L-Series carries a full line of 26 diesel engines, from the mid-range Detroit Diesel Allison 8.2 Liter "Fuel Pincher," and the popular naturally aspirated and turbocharged mid-range Cat 3208, through a complete range of new generation Caterpillar,

Cummins and Detroit Diesel Allison premium diesels—up to 400 horsepower.

Vocational And Applicational Flexibility

The L-Series covers every Class 6, 7 and 8 vocation you can name: refuse, construction, snow plow, line haul, reefer, quarry, tanker, livestock. This broad line of conventionals and short-conventionals is available with GVWs up to 66,000 pounds and GCWs up to 82,000 pounds.*

GAWRs run up to an impressive 20,000 pounds front axle and 65,000 pounds† rear axle. Coupled with balloon tires, you can spec to the heaviest applications.

A choice of wheelbases, from a minimum 124 inches in the popular short-nose conventional LN-Series to 222 inches in the conventional L-Series, provides superb body installation flexibility.

To achieve optimum powertrain efficiency for the most demanding application within its class, the L-Line offers from 5-speed direct to 13-speed overdrive manual transmissions, along with a choice

of automatic and auxiliary options. Deep reduction offerings round out L-Series flexibility in Heavy Equipment applications.

LS†/LTS—Set-Back Front Axle Popularity

The 1982 Highway Transportation Act relaxed the limits on overall length. Take advantage of this with the LS/LTS set-back front axle conventional for longer body length, better weight distribution and greater maneuverability in single and tandem axle applications.

Job-Right Componentry

L-Series job-right componentry includes special integral frame extensions with up to 3,300,000 RBM for snow plow service, butterfly hoods for units with front-mounted equipment, and auxiliary transmissions with top-mounted PTOs† for oil field and similar uses. Plus special equipment installations ranging from tag/pusher axles to completed truck bodies.‡

*Higher capacities available through Special Order Option

†Special Order Option

‡Special modifications performed after initial cab and chassis assembly





The Driver's Point Of View

With Ford trucks, you're in for the long haul, so we've designed your truck from the driver's point of view.

In the L-Series you can see the difference. The large tinted windshield, chair-high seating and sloping hood contribute to driver comfort. And L-Series windshield wipers clear a full 79% of the windshield area for good visibility during inclement weather.

The 9000-Series has an individual air-ride driver's seat standard with passenger air-ride option. An adjustable steering column promotes driver comfort at the wheel. And with the full width-bench seat there's plenty of leg, hip and shoulder room for 3-person seating.

Three handsome and practical interior trims round off the inside story of Ford comfort and convenience.

Custom Hi-Level Interior Trim (Shown At Left)

Available in charcoal or caramel with bright caramel accent, the Hi-level 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. Plush nylon 36 oz. carpeted floor and engine panel. Twenty-one inch sport steering wheel. National companion seat. Black dual auxiliary floor mats.

Custom Interior Trim (Not Shown)

This attractive trim is available in tan/saddle and includes (in addition or in place of Standard Interior features): 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 with tension clips. Cigarette lighter. Saddle-colored, vinyl-coated rubber, foam-backed floor mat. Cab-back insulation panel. Left-door courtesy switch.

Standard Cab (L-Series Shown Bottom Left. LN Shown Bottom Right)

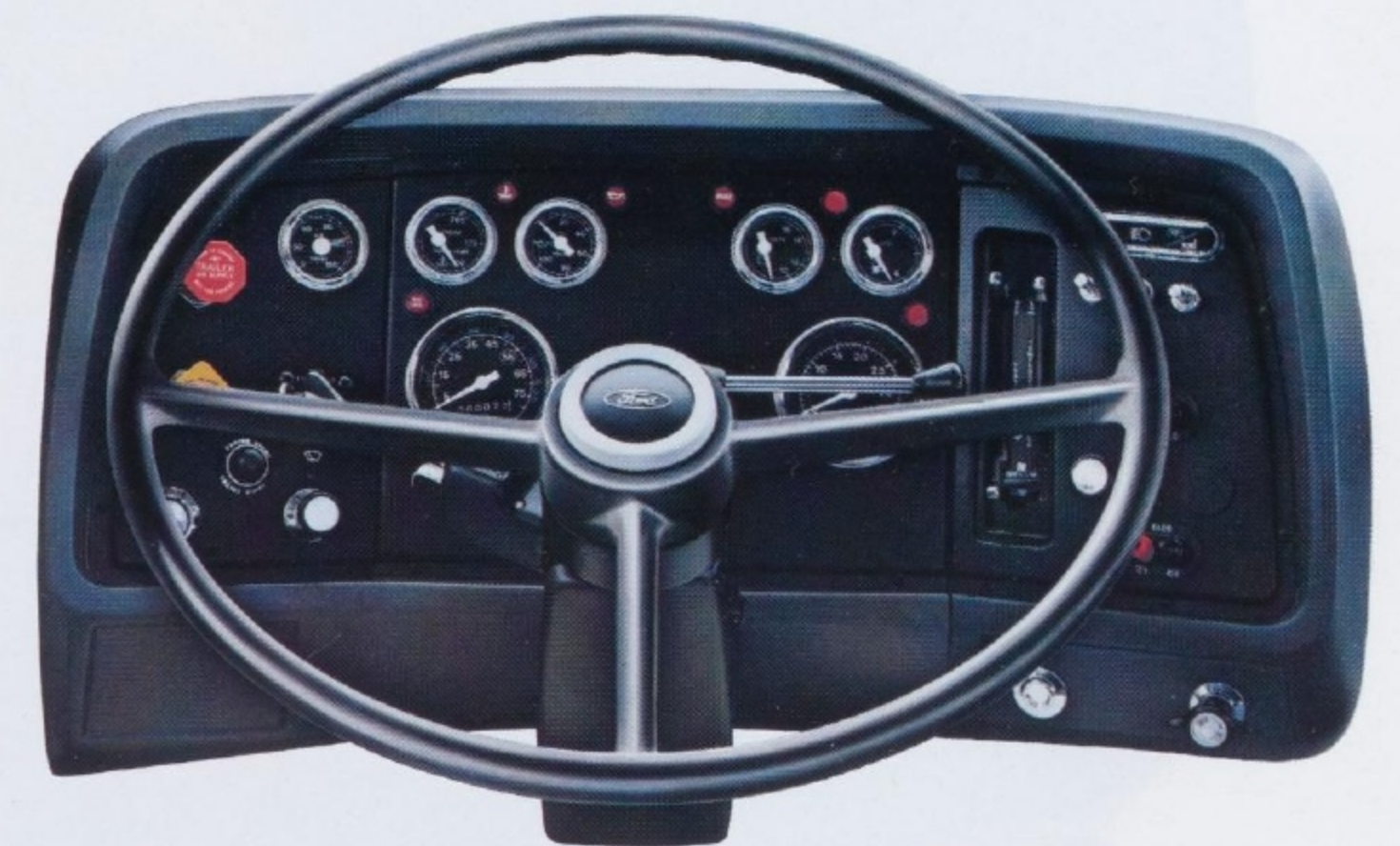
Standard features include: charcoal breathable vinyl driver's National Cush-N-Aire seat in 9000 Series; full-width seat with charcoal vinyl trim in 700 Series; HD black vinyl on 7000 and 8000 Series. Foam-padded seat cushions for added comfort. Charcoal-colored hardboard headlining. Dual sun visors.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

Big Choice Of Seats

Ford offers bench or individual seats on LN Mediums and 18 lo- and hi-back driver and passenger seats on larger series for comfort and driving efficiency.

Fleet Instrument Panel

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



Ford L-Series— Service Over The Long Haul

A Decade Of Ford Toughness: Nearly 800,000 Trucks Sold... 500,000 Still On The Road!

It's become a tradition—with Ford trucks, you're in for the long haul. Built tough for extended service, the L-Series is designed to handle the formidable challenges of the job site, day in, day out, mile after mile. Ford sold almost 3/4 million heavy trucks in the ten-year period preceding July, 1984. 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.

From computer designed suspension systems to acrylic paints, all of the features described herein work together to tell the service story from the ground up and from the inside out.

All-Welded Cabs

Rugged Ford cabs feature sturdy steel components welded into a single solid assembly. L-8000/9000 cabs are isolated from the frame by a 4-point mounting system (3-point on LN-700 and 7000) with heavy-duty rubber mounts for effective absorption of shock and stress, for a

smoother ride and improved cab life.

Anti-Corrosion Cab Protection

Beneath their eye-catching appearance, all Ford L-Line cabs utilize the very best in modern technology in the fight against corrosion. Sealers, aluminized waxes and zinc coated steel are used in critical areas.

In addition, cabs are fully immersed in a primer, and a high-voltage electrical charge bonds the primer to the metal.

Ford's Unique Power-Hydraulic Brake System

Standard on the 700-7000 Series and optional on the single axle 8000 Series, Ford's unique split hydraulic brake system, disc front/drum rear, combines several of the advantages of air brakes at hydraulic brake prices.

For example, the spring-set parking brake is activated by a push-pull control knob located on the instrument panel—a feature up until now found only on air brake systems. The advantage: positive holding power with no driveline slack—even on a 20% grade. Ideal for outrigger applications.

An electric back-up motor operates automatically to provide full braking power in the event of hydraulic pressure failure.

Having fewer parts, Ford's power-hydraulic braking system is easier to service than previous vacuum hydraulic systems. Convenient access

simplifies inspection and routine maintenance.

Tough Job-Right Frames

The frame is the backbone of a truck. Everything is mounted on, or suspended from, it. It must stand up to the twisting of off-road runs, engine and driving axle(s) torque windup, the sudden shocks of loading, and more.

That's why Ford offers a wide variety of job-right tough frames—all the way up to the 30.0 Section Modulus, 110,000 psi double-channel all-bolted frames available on tandem series. Numerically controlled frame piercing provides state-of-the-art frame hole precision and quality.

High Performance Air Brakes

Air brakes are standard throughout the 8000-9000 Series. On many models, power disc and air wedge front brakes are available, along with centrifuse front and rear brake drums. Air brake controls are located in the cab instrument panel for service convenience.

Tandem Suspensions

The Hendrickson E4-340 and 380 are offered on LT and LNT-9000 Series tandems. These

advanced concept 4-spring suspensions were developed by Ford and Hendrickson with the help of Ford's Computer Aided Design System (CAD). The E-4 series highway suspensions are built tough, yet are 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. *Adjustable torque arms* are 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 pounds* to meet your on- or off-highway job requirements.

Baked-On Enamel

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

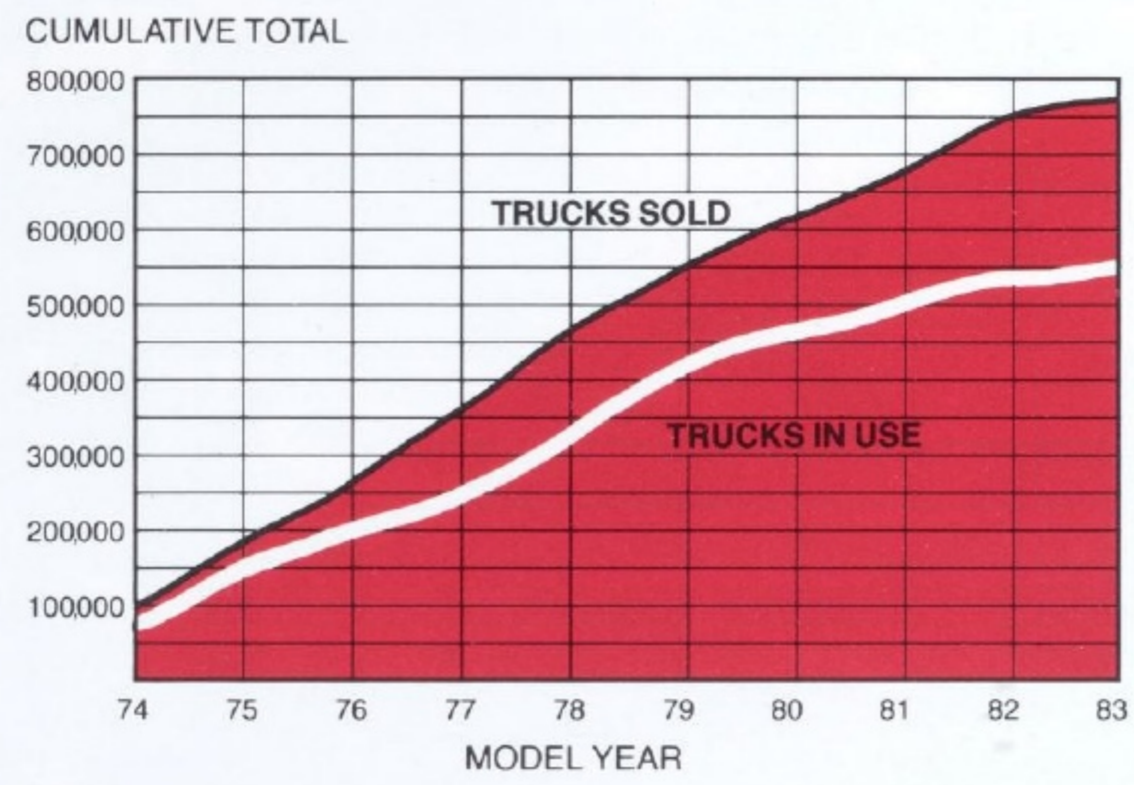
Tight Turning Angles

Ford short-conventional and conventional L-Series trucks have wide-track front axles with large wheel-cut angles—

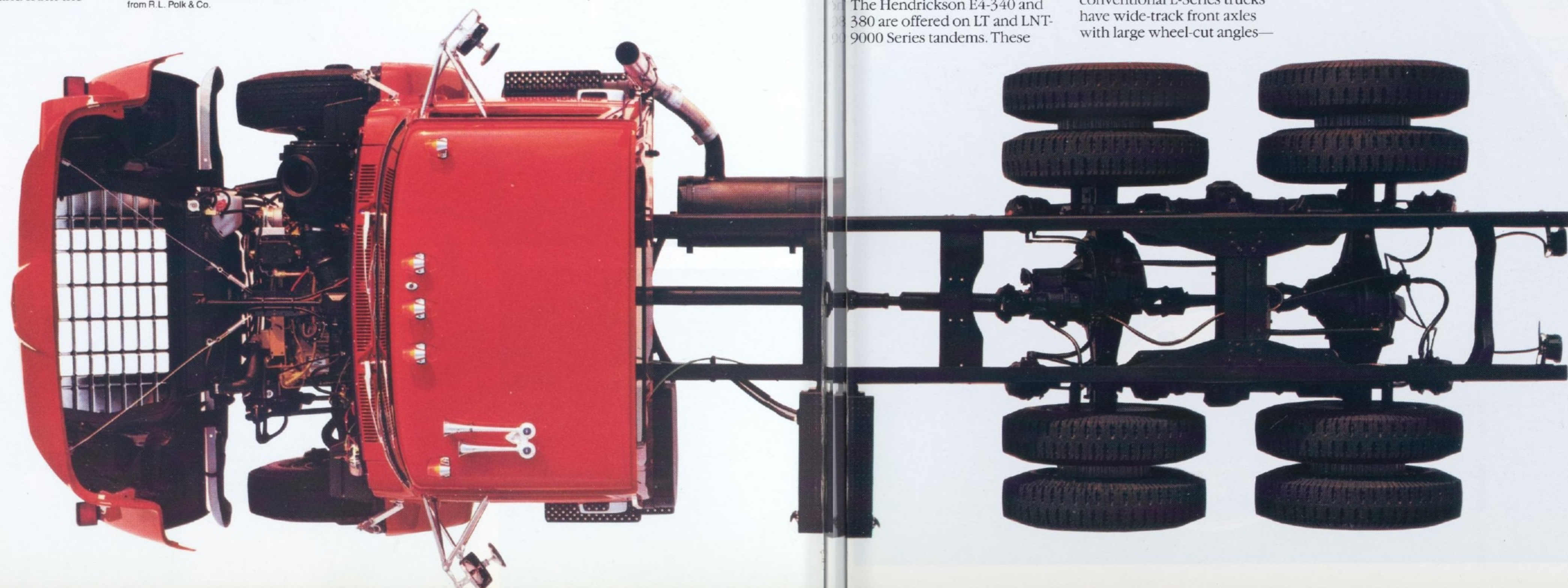
up to 40°—for tight turns in traffic and snaking through congested docks, alleys and work sites.

*Special Order Option

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 manufacturer's reported retail deliveries. Trucks in use data obtained from R.L. Polk & Co.



WHEEL-CUT ANGLES UP TO 40°





Service Ease

Ford L-Series front ends open wide for ease of servicing which helps reduce shop time. The large steel-reinforced fiberglass hood and fender assembly easily opens a full 57°. It swings up and away from the engine and radiator. The 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 number of maintenance-reducing and serviceability features: maintenance-free batteries; 3-piece instrument panel so only the affected section need be opened or removed; little or no doghouse for out-front service access and improved interior leg room; 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 Option

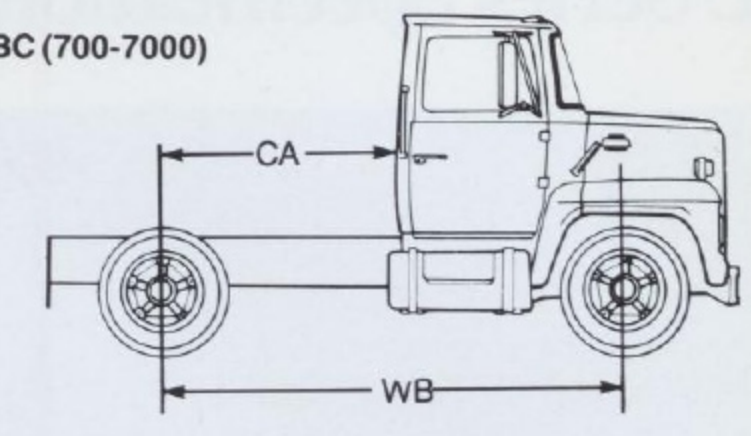
A side-opening butterfly hood is available on 105.3-inch BBC cabs where front-mounted equipment would otherwise interfere with tilting the standard hood.



Butterfly Hood Option for easy engine access

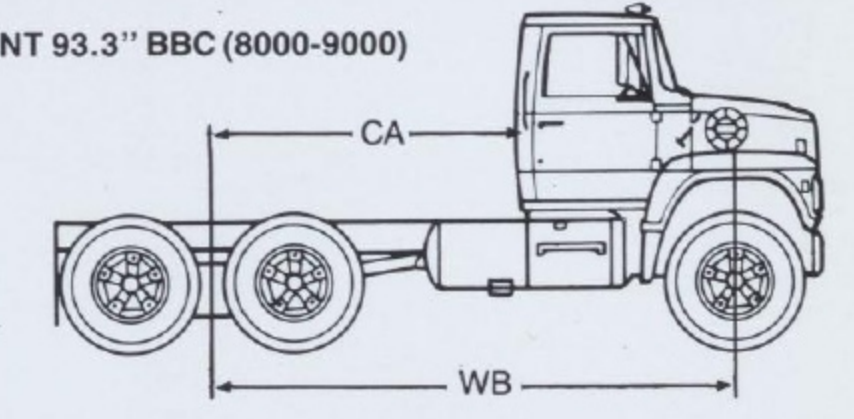
Dimensions

LN 95.3" BBC (700-7000)



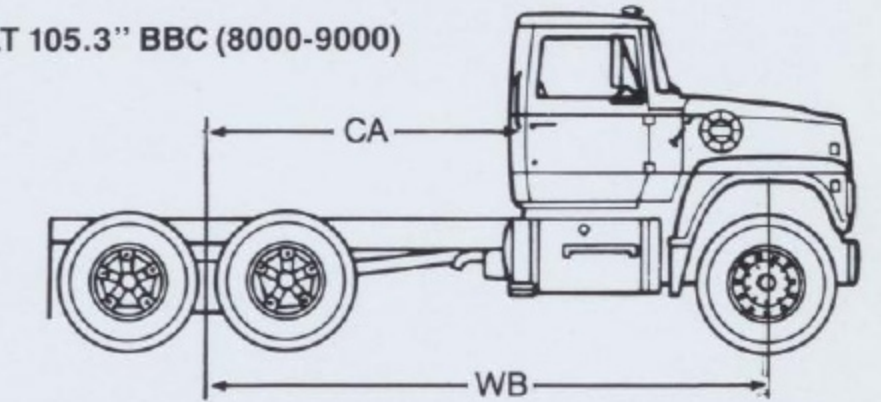
WB (in.)	124	136	148	166	184	202	220	250
CA (in.)	60	72	84	102	120	138	156	186
LN-700		X	X	X	X	X	X	X
LN-7000	X	X	X	X	X	X	X	X

LN/LNT 93.3" BBC (8000-9000)



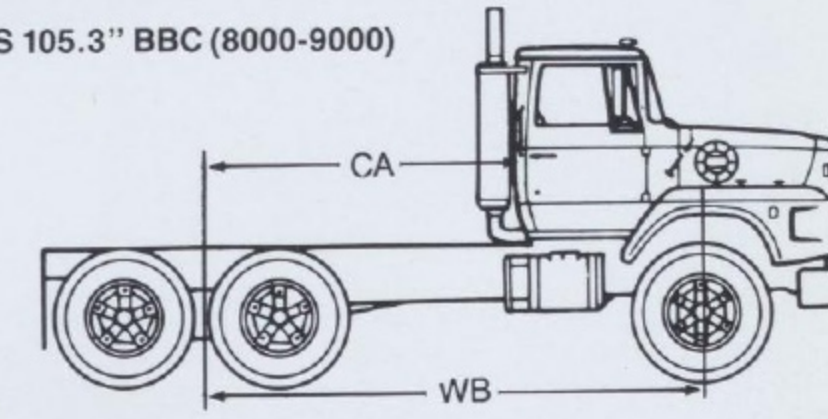
WB (in.)	138	144	150	162	174	186	204	222
CA (in.)	72	78	84	96	108	120	138	156
LN-8000	X		X	X	X	X	X	X
LN-9000	X		X	X				X
LNT-8000			X	X	X	X	X	X
LNT-9000	X	X	X	X				X

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	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 Special Order in 2-in. increments. *Single rear axle models with set-back front axle available Special Order.

L-Series Specifications

SERIES	SINGLE-AXLE SERIES				TANDEM-AXLE SERIES		SETBACK FRONT AXLE TANDEM SERIES		
	LN-700 (13)	LN-7000	L- & LN-8000	L- & LN-9000	LT- & LNT-8000	LT- & LNT-9000	LS/LTS-8000	LS/LTS-9000 (1)	
GVW Rating (lb.)	Max. 28,000	28,000	35,000 (2)	35,000 (2)	64,000	64,000 (2)	66,000	66,000 (2)	
GCW Rating (lb.)	Max. 50,000	40,000	75,000	80,000 (2)	75,000	82,000 (2)	75,000	82,000 (2)	
AXLE, FRONT -	Std. 7,000	7,000	7,000	9,000	9,000	9,000	9,000	12,000	
Max. Rating (lb.)	Max. (3) 9,000	9,000	16,000 (4)	18,000 (4)	18,000	18,000	20,000	20,000	
AXLE, REAR -	Std. 17,500	17,500	19,000	23,000	34,000	34,000	34,000	34,000	
Max. Rating (lb.)	Max. (3) 19,000	19,000	26,000 (4)	29,000 (4)	46,000	58,000 (4)	46,000	65,000 (4)	
BRAKES, SERVICE SPLIT SYSTEM	Std.	Power-Hyd.	Power-Hyd.	Air	Air	Air	Air	Air	
	Opt.	H.D. Power-Hyd., Air	H.D. Power-Hyd., Air	Power-Hyd.	—	—	—	—	
BRAKES, PARKING	Std.	Spring-Set Type		Spring-Set Type		Spring-Set Type		Spring-Set Type	
ENGINE	Std.	DDA 8.2L-N-145hp.	Cat 3208-N-165hp. (5)	Cat 3208-N-165hp. (5)	Cummins Power Torque 240 (5)	Cat 3208-N-165hp. (5)	Cummins Power Torque 240 (5)	Cat 3208-N-165hp. (5)	Cummins Power Torque 240
	Opt.	DDA 8.2L-N-165hp. DDA 8.2L-T-205hp. (7)	Cat 3208-200hp. (5)	Cat 3208-N-200hp. (5) 210hp. (5) Cat 3208-T-175hp. (6) 200hp. (6) Econ. 200 (5) (10) 215hp. (5) 225hp. 250hp. (5)	Cat 3406B (5) (10) Econ. 3406B (5) (10) DDA6V-92TA (11) 6V-92TA (ALCC) (11) Cummins Power Torque 270 (5) Formula 270 (5) Formula 240 (5) Formula 300 Formula 300 (OA) (5) Formula 350 (5) NTC 300, 350 L-10-240 (4) L-10-270 (4) (11) L-10-270 (OA) (4) (11) L-10-300 (OA) (4)	Cat 3208-N-200hp. (5) 210hp. (5) Cat 3208-T-175hp. (6) 200hp. (6) Econ. 200 (5) (10) 215hp. (5) 225hp. 250hp. (5)	Cat 3406B (5) (10) Econ. 3406B (5) (10) DDA6V-92TA (11) 6V-92TA (ALCC) (11) Cummins Power Torque 270 (5) Formula 270 (5) Formula 240 (5) Formula 300 Formula 300 (OA) (5) Formula 350 (5) NTC 300, 350 L-10-240 (4) L-10-270 (4) (11) L-10-270 (OA) (4) (11) L-10-300 (OA) (4)	Cat 3208-N-200hp. (5) 210hp. (5) Cat 3208-T-175hp. (6) 200hp. (6) Econ. 200 (5) (10) 215hp. (5) 225hp. 250hp. (5)	Cummins Power Torque 270 (5) NTC-300 (5) NTC-350 (5) L-10-240 (4) L-10-270 (4) Cat 3406-B Series (5) DDA 6V-92TA (4)
CLUTCH (dia. in.)	Std. 14 - 1 plate	14 - 1 plate	14 - 1 plate	14 - 1 plate	14 - 1 plate	14 - 2 plate	14 - 1 plate	14 - 2 plate	
TRANSMISSION -	Std. 5-speed	5-speed	5-speed	10-speed	5-speed	10-speed	5-speed	10-speed	
Direct 5-speed trans. available with wide or close ratio Auxiliary	Opt. 5-speed 4-Spd. Auto.	5-speed 4-Spd. Auto. (4)	5-speed 5-Spd. Auto. 10-Speed	7-, 8-, 9-, 10-, 12-(4), 13-Speeds	5-speed 5-Spd. Auto. 10-, 13-Speeds 4-Speed	7-, 8-, 9-, 10-, 12-(4), 13-Speeds 4-Speed (LT)	5-speed 5-Spd. Auto. 10-(4), 13-Speeds 4-Speed	5-, 6-(4), 7-, 8-, 9-, 10-, 12-(4), 13-Speeds 4-Speed	
FRAME	Std. 11.8 SM 426,240 RBM	11.8 SM 426,240 RBM	10.76 SM 538,000 RBM	10.76 SM 1,183,600 RBM	13.3 SM 665,000 RBM	13.3 SM 1,463,000 RBM	13.3 SM 665,000 RBM	13.3 SM 1,463,000 RBM	
RBM = Yield Strength X SM	Max. (3) 19.2 SM (12) 691,200 RBM	19.2 SM (12) 691,200 RBM	15.9 SM 1,749,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM (12) 3,300,000 RBM	30.0 SM (12) 3,300,000 RBM	30.0 SM (12) 3,300,000 RBM	30.0 SM (12) 3,300,000 RBM	
SPRINGS, FRONT	Std. 7,000	7,000	9,000	9,000	9,000	9,000	11,000	13,600	
Combined capacity @ grd. (lb.)	Opt. (3) 9,000	9,000	16,500 (4)	16,500 (4)	20,000	20,000 (10)	20,000	20,000	
SPRINGS, REAR	Std. 17,500	17,500	17,500	21,180	34,000	34,000	34,000	34,000	
Combined capacity @ grd. (lb.)	Opt. (3) 23,340	23,340	28,940 (8)	28,940	46,000	65,000 (4)	46,000	65,000 (4)	
AUXILIARY SPRINGS	Std. 4,500	4,500	4,500	4,500	—	—	—	—	
POWER STEERING	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 (9)	10-Hole Disc (9)	10-Hole Disc (9)	10-Hole Disc (9)	10-Hole Disc (9)	10-Hole Disc (9)	
TIRES	Std. 8.25 X 20 10 PR	8.25 X 20 10 PR	9.00 X 20 10 PR	10.00 X 20 12 PR	9.00 X 20 10 PR	10.00 X 20 12 PR	9.00 X 20 10 PR	10.00 X 20 12 PR	
	Opt. 11R X 22.5 14 PR	11R X 22.5 14 PR	011R X 24.5G (14 PR)	011R X 24.5G (14 PR)	0.15R X 22.5J (18 PR)	0.15R X 22.5J (18 PR)	0.15R X 22.5J (18 PR)	0.15R X 22.5J (18 PR)	

(1) N.A. in Calif. (2) Higher ratings available Special Order. (3) Lists max. optional ratings only—See your Ford Dealer for the complete range of available options. (4) Special Order Option. (5) N.A. in Calif. (6) Calif. usage. (7) 200hp. in Calif. (8) N.A. for tractor. (9) Steel or aluminum or polished aluminum optional. (10) N.A. for LN/LNT. (11) N.A. for L/LT. (OA) = Optimized Aftercooling. (ALCC) = Advanced Liquid Charge Cooling. (12) Includes Reinforcements. (13) Stripped chassis models are available in a GVW range of 21,000-28,000 pounds.

Chassis Optional Equipment

Aluminum front bumper (8000-9000 Series; NA with LTS)
 Aluminum front and rear hubs
 Aluminum wheels (polished)
 Auxiliary transmission with top-mounted PTO*
 Butterfly hood (for 105.3-inch BBC)
 Centrifuse brake drums
 Coiled trailer brake air lines
 Ether cold starting aid (less canister)
 Extended front bumper (8 1/2-inch spacer, 8000-9000 Series; NA with extended frame)
 Integral front frame extension (8000-9000 Series)
 Mirrors, dual western stainless (with stainless auxiliary convex)
 Lighted painted (with painted auxiliary convex)
 Retrac (with stainless auxiliary convex)
 Self-adjusting clutch (9000 Series)
 Silicone hose package (7000-9000 Series)

Stemco wet-type wheel seals
 Tach-O-Graph with 24-hour 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 pounds*
 Adjustable steering column (8000-9000 Series)
 Air conditioning (8000-9000 Series includes High Output heater and tinted glass all around)
 Air-powered windshield wipers (air-equipped models)
 Bright grille and surround molding
 Bright windshield molding (standard cab)
 Fleet instrument panel (8000 Series)
 Linehaul instrument panel (9000 Series)
 Sun visor, exterior*
 *Special Order Option

Cab Optional Equipment

Custom Exterior Trim Option
 Includes (in addition to or in place of Standard trim):
 •Bright finish •Anodized aluminum grille •Grille surround molding •Hood latches •Windshield reveal molding •Pedestal-mounted cab roof lights.
Custom Hi-Level Exterior Trim Option
 Includes (in addition to or in place of Custom Exterior trim):
 •Bright finish •Torpedo-type cab lights •Grover air horns (dual base) •Aluminum bumper (chrome steel on the 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 customized paint design in one of 12 multitone combinations. A black hood treatment is also offered.
 Option “C” features 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.
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 manufacturer and their sales organization, 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 of 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.





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