

THE NEW FORD LTL-9000



FORD'S BIG NEW LTL-9000

Built to take on all comers!



FORD LTL-9000

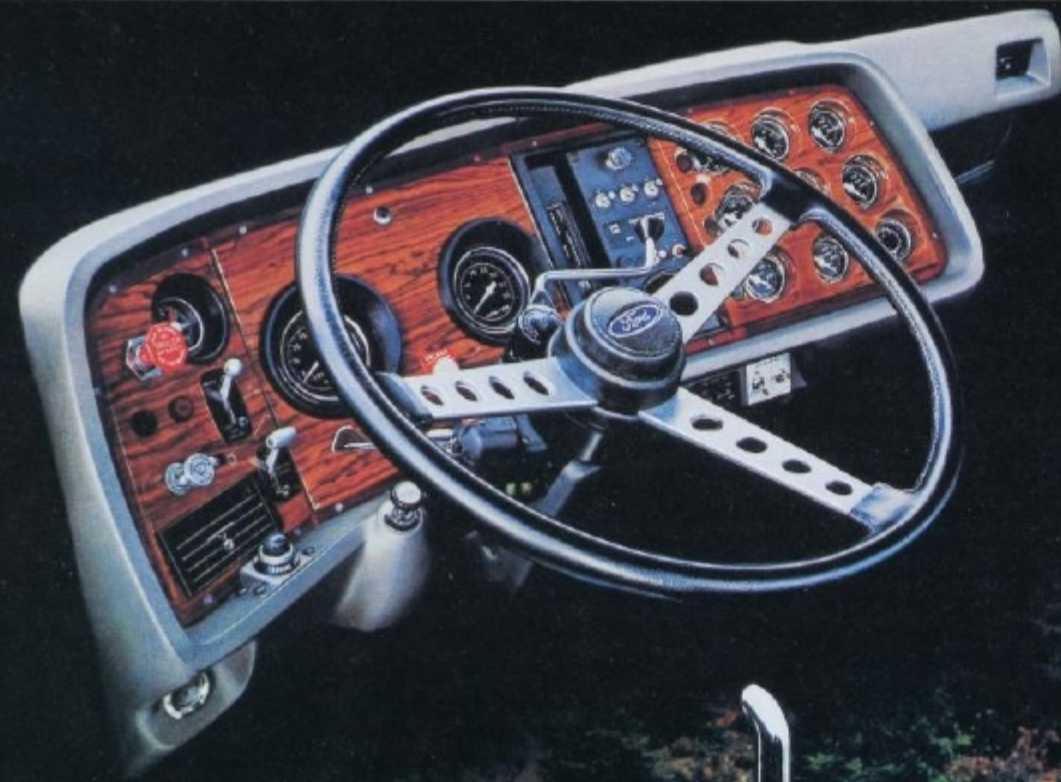
...ideal for a wide range of applications.

New. Ford's new long-nose LTL-9000 is built to take on any big conventional on the road. Wide range of heavy-duty components from leaders like Eaton, Rockwell and Fuller. Special ratings up to 138,000 lb. GCW and special wheelbases of 280 in. — or longer!

Powerful. Choice of Cummins, Caterpillar and Detroit Diesel engines up to 445 hp.

Plush. New custom hi-level interior — superbly appointed, soundly insulated — offers unusual comfort.

Rugged. From deep-channel bolted frames to unique pressure-formed steel-reinforced fiberglass hood, the LTL is one tough truck. Built on a special production line in Louisville, Ky., one of the world's largest and most modern exclusive heavy truck plants.



FORD LTL-9000

Long on comfort and convenience... for the long haul.

Another of the big advantages of the new Ford full-conventional cab is the spacious, well-planned and human-engineered interior. And you have a choice of three practical yet luxurious interior trim levels.

(A) Custom Hi-Level Interior Trim.

This top-of-line interior choice is fully and handsomely trimmed. Shown in caramel, it's also available in dove grey with a red accent.

The Custom Hi-Level Interior features (in addition to or in place of Custom items): handsome, fully padded door trim panels with bright accent bars • 36-ounce carpet bonded to 1/2 in. of needle nylon insulation over 3/8-in. sound deadener covering floor and engine cover • 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 • radio prep package with mounting console, wiring and antenna.

(B) Custom Interior Trim.

Available in tan/saddle, this trim level includes (in addition to or in place of standard items): polished woodtone vinyl applique on instrument panel • padded door trim panels with map pockets • vinyl-covered hardboard headlining • dual padded vinyl sun visors with tensioning clip • cigarette lighter • saddle vinyl-covered 1/4-in. foam rubber-backed floor mat over 3/8 in. of fiberglass insulation • cab back insulation panel • and left door courtesy light switch.

(C) Standard interior.

Features include the National Cush-N-Aire driver's seat trimmed with breathable knitted vinyl • cab back trim panel over insulation • saddle-painted hardboard headlining • dual vinyl sun visors • tinted glass windshield • linehaul instrument panel with removable Air-Pac, hinged gauge and circuit breaker panels • map pocket in driver's door • armrests on both doors • black vinyl-covered foam-backed rubber floor mat over fiberglass insulation • dual bright assist handles.

(D) Sleeper stowage compartment.

The good-sized, lockable stowage compartment on the driver's side has plastic-coated plywood floor and sides to accommodate a wide variety of tools, gear, oil, flares, etc.

(E) Sleeper luggage compartment.

The big, lockable luggage compartment on the passenger side has carpeting on both sides and the door to protect your luggage with Custom Hi-Level Trim (shown), plywood covering with basic trim. Large door is easily accessible from the ground level.

(F) Easy-to-read instrumentation.

Most gauges are grouped in the right-hand section of the linehaul instrument panel and calibrated to show "normal" operating conditions with their pointers at "3 o'clock." No detailed readout is needed.

The linehaul instrument panel has a rich-looking woodtone vinyl applique with Custom and Custom Hi-Level Trim, and the sport steering wheel is included with Custom Hi-Level Trim.

(G) Sleeper compartment.

The LTL sleeper compartment option is comfortable and carefully appointed, and features a large 29-in. x 50-in. opening for easy entry.

The Custom Hi-Level Trim (shown) is available in dove grey or caramel, while the standard sleeper is trimmed in saddle. A comfortable 6-in. thick innerspring mattress 30-in. wide and 80-in. long is standard.

A separate heater unit, fresh air vents, interior lights, cab matching interior trim, and LH exit door are all standard. Sleeper heating and air conditioning (optional) systems feature separate units and silicone hoses. Built-in radio speakers and controls, dual side entry/exit doors, and mattress cover are included with Custom Hi-Level Trim.

Suit yourself seat selection.

Ford LTL's offer a wide choice of Hi- and Lo-Back driver and passenger seats as shown by this representative selection.

- (H) L-S Unison Lo-Back
- (I) L-S Unison Air Lo-Back
- (J) Bostrom West Coaster II Lo-Back (Custom)
- (K) National Cush-N-Aire Lo-Back (Custom Hi-Level)
- (L) National Cush-N-Aire Hi-Back (Custom Hi-Level)
- (M) Bostrom Levelaire II Lo-Back (Custom Hi-Level)
- (N) Bostrom Levelaire II Hi-Back (Custom Hi-Level)



FORD LTL-9000

Impressive full-conventional cab features and options.

The new LTL-9000 116-in. BBC full conventional is designed to bring popular, proven Ford Louisville Line features to traditional long-nose applications. A factory-installed sleeper compartment, plus a long list of truck components are offered to fit almost any application.

But the LTL-9000 is more. Take a look at the hood and cab. One look will tell you the new LTL is one handsome truck. And there's a functional reason for this great looking truck . . . aerodynamics.

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, and using a recessed assist handle for tilting the hood.

The entire hood assembly is carefully contoured to reduce profile air drag. The result: Although the radiator is 40% larger than that of the LT-9000, the LTL has 3% to 11%* less aerodynamic drag.

*Drag coefficient reduction of 3% with van trailer and 11% with flatbed. Based on Ford tests.



The functional aerodynamic design of the LTL hood also permits downward sight lines . . . as good as the shorter hood LT-Series.

Air shield 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.

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, solid, extruded aluminum grille and the optional bright 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. Behind the hood is Ford's famous L-Line cab — tough, roomy and comfortable.

Chromed deep aluminum bumper.

This special, aerodynamic deep-section aluminum bumper design provides an air dam effect. Marchal fog and driving lights are included with this option.

Aluminum fuel tanks.

Lightweight aluminum cylindrical fuel tanks are frame-mounted and include full-length, self-cleaning steps. Capacities range from a 65-gal. single tank to dual 120-gal. tanks with a combined capacity of 240 gal. Additional capacities are available through Special Order.

Battery system.

Maintenance-free batteries are frame mounted in lightweight, cast aluminum boxes to minimize vibration and potential battery damage. Batteries are solidly mounted forward of fuel tanks behind fender splash shields.

Big cross-flow radiator.

Ford's standard 1445-sq. in. cross-flow radiator is designed to cool even the biggest optional diesel engines. The radiator and hood are isolated from the chassis by a center-point rubber mounting on an aluminum crossmember.

Western mirrors.

A variety of western mirrors are available including the lighted, heated stainless mirrors. Convex auxiliary mirrors are also available.

Custom Hi-Level Exterior Trim.

This value-packed appearance option includes bright finish: anodized aluminum grille • grille surround molding • hood latches • torpedo-type cab roof lights • Grover air horns (dual base) • deep-design aluminum bumper with dual driving and fog lights • western mirrors • window frame.

Dual Hi-Level Trim.

This package combines the Custom Hi-Level Exterior Trim package with the Custom Hi-Level Interior Trim package as shown on pages 6 and 7.

(A) Hood tilt assists.

Ford's two gas-cylinder assist mechanisms provide for the smooth opening and closing of the hood.

(B) Service ease.

The long hood tilts forward, with convenient recessed hood hand hold, a full 60° exposing the entire engine for fast, efficient service. The big diesel engine is well ahead of the firewall leaving plenty of elbow room to work.

(C) Sun visor.

The attractive exterior sun visor option and standard tinted glass windshield combine to reduce glare and heat.

(D) Air horns.

Choose popular Signaltone or Grover No. 1700 dual air horns (included with Hi-Level Exterior trim). Snow shields for Grover air horns are another popular option for northern climates.

(E) Bright aluminum bumper.

A weight-saving shallow-design anodized aluminum bumper is available on the LTL in place of steel.

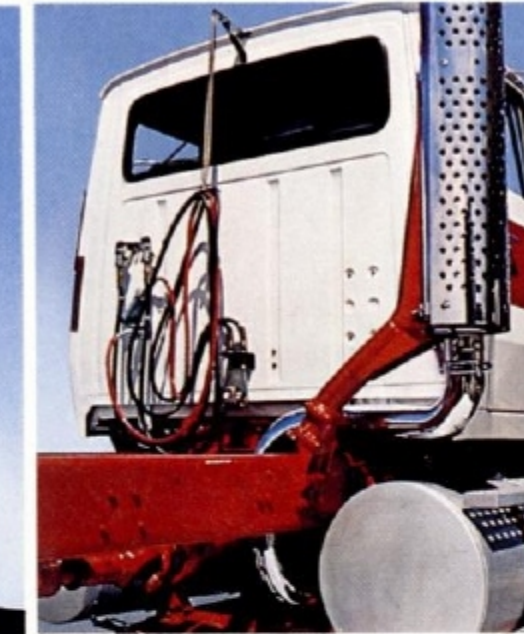
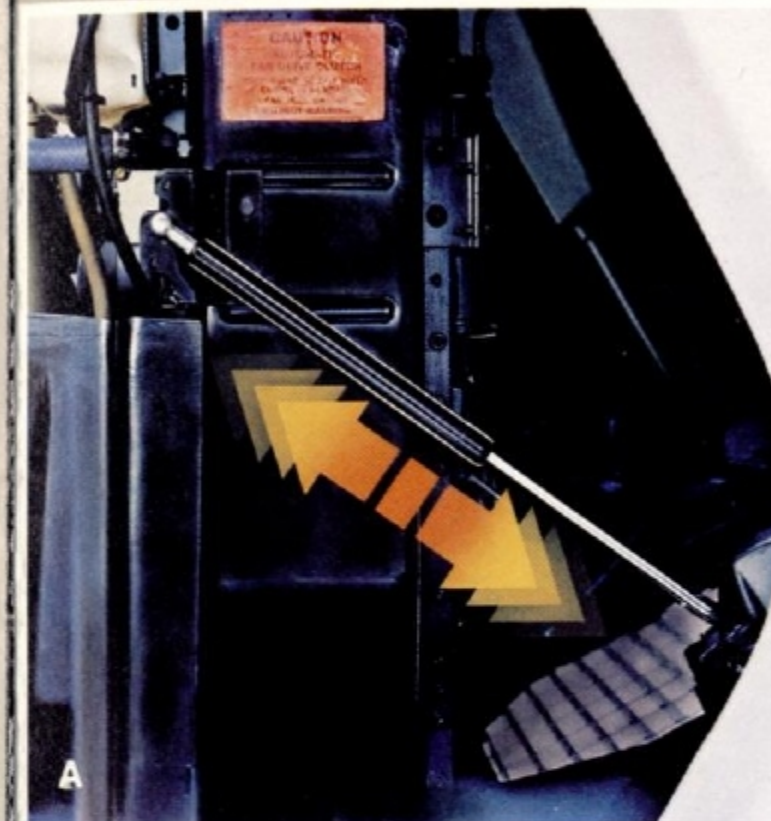
(F) Exhaust systems.

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-8's) routed under the frame for special body clearances.

**Duals are standard and only available with 8V-92TA or TTA Detroit Diesels.

(F) Attractive multitone paint/tape options.

Ford offers three different "custom-type" multi-color schemes in many combinations so you can dress up your rig right at the factory.



F

Classic

Hi Liner

Free Spirit



FORD LTL-9000 SPECIFICATIONS

Standard Equipment

- Axle, Front**
12,000-lb. Ford-Rockwell
- Axle, Rear**
38,000-lb. Rockwell SQHD
- Axle Equipment**
Grease seals, front
Front shock absorbers
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"
Centrifuge brake drums, rear (when disc wheels are ordered)
- Brake Equipment**
13.2-cu. ft. Cummins compressor
Anchor-Lok parking brake chambers
- Cab Equipment**
National Cush-N-Aire driver's seat — Lo-Back
Tinted windshield
Electric wipers w/washers
Dual Signal-tone 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
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

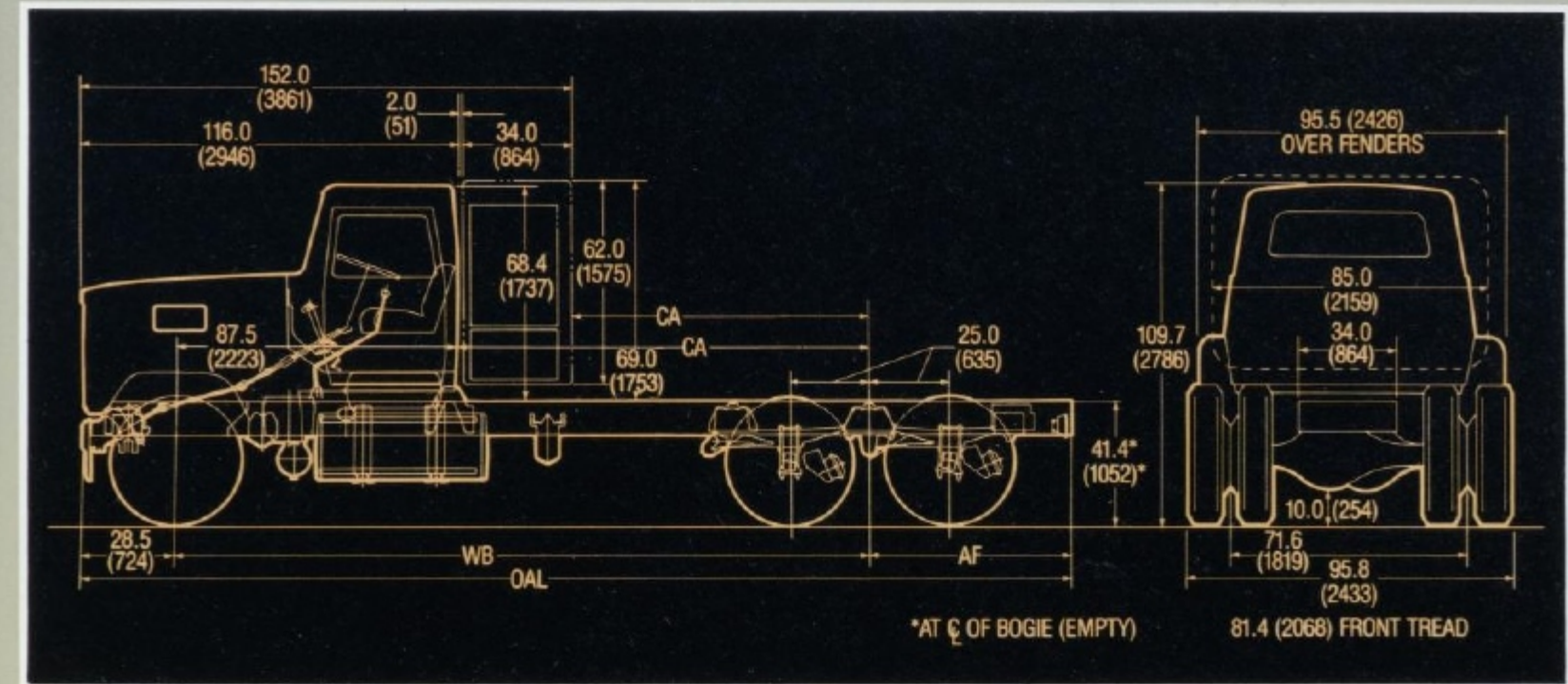
- Engine**
Cummins NTC-300
- Engine Equipment**
Single stage, 13" dry-type air cleaner w/restriction indicator
Spicer 14" two-plate dampened disc clutch
Single frame-mounted vertical muffler and 5" pipe — bright finish
Ford-Cummins bypass oil filter — battery box mounted
Bendix fan clutch
Delco 12 volt 40 MT type 400 starter w/push-button switch
Locking T-handle throttle
1445-sq. in. cross-flow radiator
Cummins Fleetguard water filter w/Cummins and Caterpillar engines
- Frame — 110,000 PSI Steel**
10.12"x3.06"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
- Springs, Front**
4"x52" flat leaf type
6800-lb. capacity each at ground
"H-Beam" spring shackle
- Suspension, Rear**
Reyco 101 torque leaf
34,000-lb. capacity
50" axle spacing
- Tires/Wheels**
10.00x20F (12 PR)
20"x7.5" rims on cast spoke wheels
Statically balanced tires, wheels and hubs/spiders
- Transmission**
Fuller RT-910, ten-speed direct
Spicer 1760 main/1610 interaxle drive line
- Miscellaneous**
Painted steel bumper
Electrocoat cab corrosion protection

Cab Equipment Options

- Bright grille surround w/standard trim
Radio hot post and ground
Bright windshield molding w/standard trim
Air conditioning — integral w/radiator-mounted condenser and tinted glass
Torpedo marker lights w/standard trim
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
Air shield brackets
Western mirrors — stainless
— lighted, painted
— lighted, heated, stainless
Convex auxiliary mirrors — stainless
AM push-button radio
AM-FM stereo radio*
AM-FM stereo w/cassette tape*
AM-FM stereo w/8-track tape*
Adjustable steering column
Steering wheels — 22" w/power steering
— 21" sport (included w/Custom Hi-Level trim)
Speedograph and/or tachograph
Tinted glass all around
Roof vent
Air windshield wipers
Exterior sun visor*
- Sleeper Compartment***
34" aluminum sleeper compartment w/80"x30"x6" innerspring mattress, LH door, heater, vents, and lighting
- 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/standard trim

In addition to standard equipment, Ford offers a wide range of heavy-duty components from leaders like Eaton, Rockwell and Fuller . . . you can spec your rig up to 138,000-lb. GCWR. Spec it your way.

*Modification Center Installation.



FORD LTL-9000 DIMENSION — in. (mm)				
WB	CA w/o SLEEPER	CA w/34" SLEEPER	AF	OAL
174 (4420)	86.5 (2197)	—	63 (1600)	265.5 (6744)
186 (4724)	98.5 (2502)	—	63 (1600)	277.5 (7049)
204 (5182)	116.5 (2959)	80.5 (2045)	63* (1600)	295.5* (7506)
222 (5639)	134.5 (3416)	98.5 (2502)	75 (1905)	325.5 (8268)
246 (6248)	158.5 (4026)	122.5 (3112)	126 (3200)	400.5 (10,173)

*75" (1905mm) AF, 307.5" (7811mm) OAL w/Hendrickson suspensions. 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.

STANDARD GCWR (lb./kg.)					OPTIONAL GCWR (lb./kg.)						
82,000/37,194					up to 138,000/62,595						
					(with appropriately selected components)						
GVWR Code	GVWR† lb./kg.	GAWR (lb.)		Axles (lb.)		Rear Susp.	Minimum Frame Required Highway (Off-Highway)			Tires (Rims)	
		Front	Rear	Front	Rear		174 & 186	204 & 222	246	Front	Rear
0	44,800Δ/20,321	10,860	34,000				Std. (2.5)	Std. (2.5)	Std. (2.5)		
1	46,000*20,865	12,000	34,000				Std. (2.5)	Std. (2.5)	Std. (2.5)	10.00 x 020G (8.0)	
2	48,000*21,772	14,000	34,000	16,000			Std. (2.5)	2.5 (5V)	2.5 (5V)	11.00 x 022G	
3	50,000*22,680	12,000	38,000			38,000	Std. (2.5)	2.5 (5V)	2.5 (5V)	10.00 x 020G (8.0)	
4	50,000*22,680	16,000	34,000	16,000			Std. (2.5)	2.5 (5V)	2.5 (5V)	013R x 22.5J +	
5	*52,000*23,586	14,000	38,000	16,000		38,000	2.5 (2.5R)	4V (5V)	2.5R (2.5R)	11.00 x 022G	
6	*54,000*24,494	16,000	38,000	16,000		38,000	2.5 (2.5R)	4V (5V)	2.5R (2.5R)	013R x 22.5J +	
7	58,000*26,308	14,000	44,000	16,000	44,000		2.5 (2.5R)	4V (5V)	2.5R (2.5R)	11.00 x 022G	11.00 x 020G
8	60,000*27,215	16,000	44,000	16,000	44,000		2.5 (2.5R)	4V (5V)	2.5R (2.5R)	013R x 22.5J +	11.00 x 020G

† Higher ratings are available depending upon components and application. Consult your Ford Dealer for details.

Δ Standard GVW rating plate. *Optional GVW rating plate. + Complete identification 13/75R x 22.5J. *Req. Maxi Parking Brake for type of service 3C.

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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

DIESEL ENGINE CHOICES*		SAE Max. Gross Horsepower Rating
Std.	Cummins "Big Cam II" NTC-300	(300 hp @ 2100 rpm)
Opt.	Cummins "Big Cam II" Formula 300	(300 hp @ 1800 rpm)
Opt.	Cummins "Big Cam II" NTC-350	(350 hp @ 2100 rpm)
Opt.	Cummins "Big Cam II" Formula 350	(350 hp @ 1800 rpm)
Opt.	Cummins "Big Cam II" NTC-400	(400 hp @ 2100 rpm)
Opt.	Caterpillar 3406	(400 hp @ 2100 rpm)**
Opt.	Caterpillar Economy 3406	(350 hp @ 1900 rpm)
Opt.	Detroit Diesel 8V92TTA	(365 hp @ 1950 rpm)
Opt.	Detroit Diesel 8V92TA	(445 hp @ 2100 rpm)+

*All engines available in California version except Economy 3406 and Cummins Formula 350. **California rating 380 hp. + California rating 405 hp.

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.

Many 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.

**Buy or lease a tough Ford Truck
a great choice either way!**



Ford CLT-9000 shown with
owner-added paint scheme.

FORD MEANS BUSINESS IN BIG TRUCKS

FTO-8225 LITHO IN U.S.A. 7/81

HEAVY DUTY TRUCKS

