

# FORD LTL-9000

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**FORD'S  
BIG LTL-9000**

**Built to take on all comers!**

# FORD LTL-90000

...ideal for a wide range of applications.

Ford's rugged long-conventional 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 440 hp.

**Plush.** 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 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 • left door courtesy light switch • dual bright aluminum door-mounted grab bars.

**(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.

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

\*Illustrated.



# FORD LTL-9000

## Impressive full-conventional cab features and options.

The big LTL-9000 116-in. BBC full conventional is designed to bring popular, proven Ford Louisville Line features to traditional conventional 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 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 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.

### (C) 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.

### (D) Bright aluminum bumper.

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

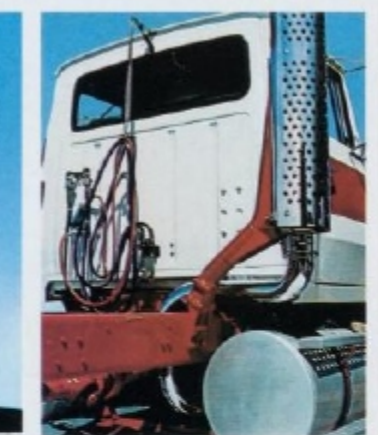
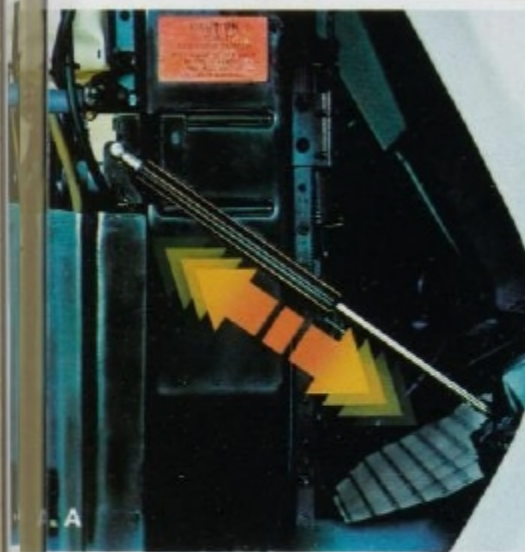
### (E) Exhaust systems.

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 with 8V-92TA or TTA Detroit Diesels, and available PEO with Cummins NTC and Caterpillar engines.

### Attractive multitone paint/tape options.

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



Classic

Hi-Liner

Free Spirit



## FORD LTL-9000 SPECIFICATIONS

### Standard Equipment

- Axle, Front**  
12,000-lb. Ford-Rockwell
- Axle, Rear**  
38,000-lb. Rockwell SQ-100
- 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"x7"
- 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

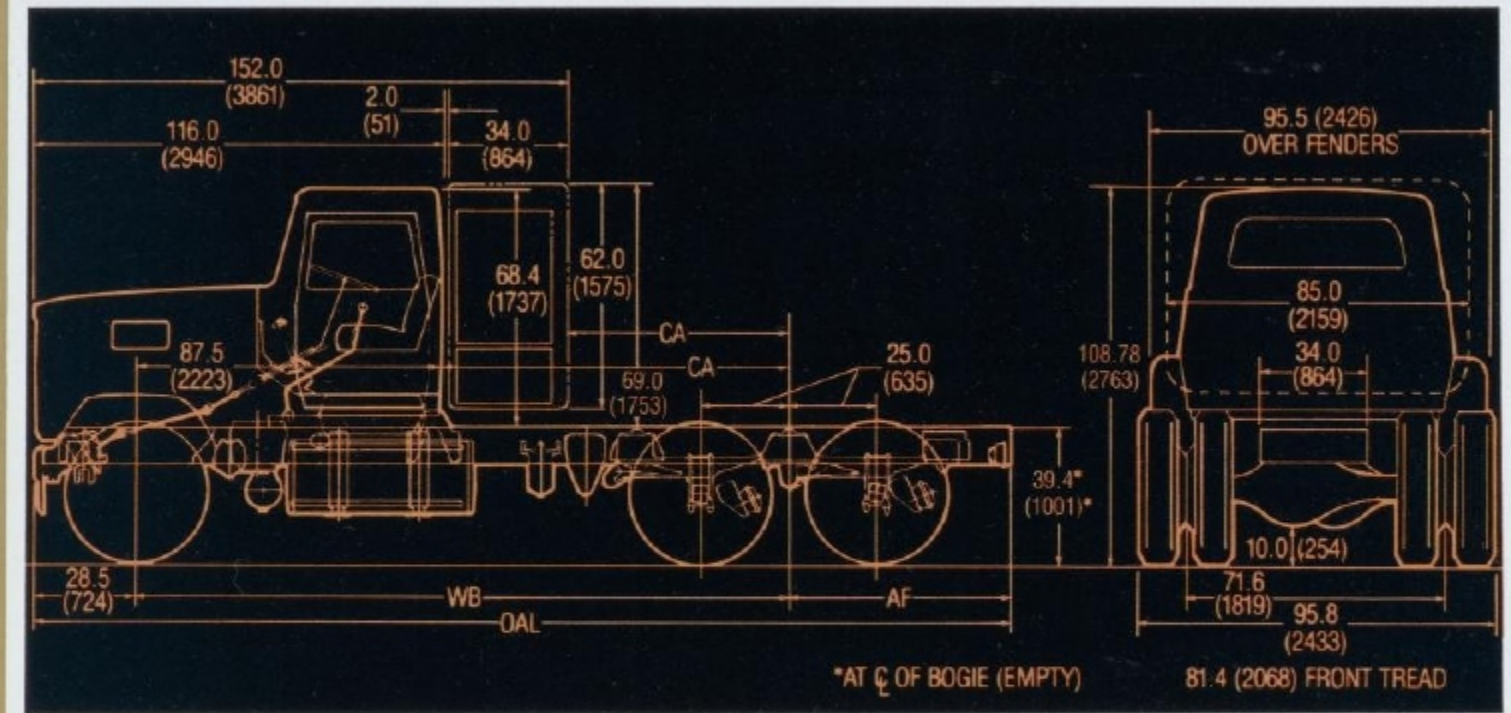
In addition to standard equipment,  
Ford offers a wide range of heavy-duty components from leaders like Eaton,  
Rockwell and Fuller . . . you can spec your rig up to 138,000-lb. GCWR.  
Spec it your way.

- 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  
Delco 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  
— 20" w/power steering
- Suspension, Rear**  
Reyco 101 torque leaf  
34,000-lb. capacity  
50" axle spacing
- 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

### 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  
— painted
- AM push-button radio  
Adjustable steering column  
Steering wheels — 22" w/power steering  
(std. w/manual)  
— 21" sport (included w/  
Custom Hi-Level trim)  
— 20" w/power steering
- 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)  
AM-FM stereo w/cassette tape  
Radio speakers and controls w/std. trim

\*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† 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
44,800Δ/20,321	10,860	34,000				Std. (2.5)	Std. (2.5)	Std. (2.5)		
46,000†/20,865	12,000	34,000				Std. (2.5)	Std. (2.5)	Std. (2.5)		
48,000†/21,772	14,000	34,000	16,000			Std. (2.5)	2.5 (5V)	2.5 (5V)	11.00 x 022G	
50,000†/22,680	12,000	38,000			38,000	Std. (2.5)	2.5 (5V)	2.5 (5V)		
50,000†/22,680	16,000	34,000	16,000			Std. (2.5)	2.5 (5V)	2.5 (5V)	013R x 22.5J+	
+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	
+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+	
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
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 13/75Rx22.5J. \*Req. Maxi Parking Brake for type of service 3C.

Specifications, descriptions and illustrative material contained herein  
were as accurate as known at the time this publication was approved  
for printing. Ford reserves the right to discontinue models or options  
at any time or change specifications and materials, equipment or  
design without notice and without incurring obligation. All options and  
accessories illustrated or referred to as optional or available are at  
extra cost. Some options are required in combination with other  
options. For the price of the model with the equipment you desire or  
verification of specifications contained herein, see your Ford Dealer.

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 Occu-  
pational Safety and Health Act (OSHA), and/or state and local laws

DIESEL ENGINE CHOICES*		SAE Max. Gross Horsepower Rating
Std.	Cummins "Big Cam III" NTC-300	(300 hp @ 2100 rpm)
Opt.	Cummins "Big Cam III" Formula 300	(300 hp @ 1800 rpm)
Opt.	Cummins "Big Cam III" NTC-350	(350 hp @ 2100 rpm)
Opt.	Cummins "Big Cam III" Formula 350	(350 hp @ 1800 rpm)
Opt.	Cummins "Big Cam III" NTC-400	(400 hp @ 2100 rpm)
Opt.	Cummins "Big Cam III" Formula 400	(400 hp @ 1900 rpm)
Opt.	Caterpillar 3406	(400 hp @ 2100 rpm)**
Opt.	Caterpillar Economy 3406	(350 hp @ 1800 rpm)
Opt.	Detroit Diesel 8V92TTA	(365 hp @ 1950 rpm) +
Opt.	Detroit Diesel 8V92TA	(440 hp @ 2100 rpm)

\*All engines available in California version except Economy 3406 and Cummins  
Formula 350. \*\*California rating 380 hp. + Calif. rating 355 hp @ 1800 rpm.

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

Get it together — Buckle up.

### FORD LTL-9000

TRUCK OPERATIONS



FTO-8325 LITHO IN U.S.A. 8/82