

FORD F-SERIES



Now tough new tandems...new mid-range diesels, too!

Ford F-Series: The first medium redesigned for the 80's. Now tough new tandems...new mid-range diesels, too!

Ford started with mid-range diesels 20 years and 200,000 trucks ago. A lot of history has been made since. Here's the latest: The Cat 3208N Series diesel's now available and the new high-torque, turbocharged Cat 3208T diesel is coming February, 1983.

Your power choice also includes the "Fuel Pincher" diesels, Ford's modern gas V-8's, and even Ford-developed LP-Gas power.

And now you can carry more weight, get more work done with the new Ford tandems.

Ford tandems are tough, terrific new trucks with up to 50,000 lb. GVWR's. Tractors to 75,000 lb. GCWR's. And all with a host of new features for cost-conscious operators.

For specialized jobs, see the tough Ford F-700 4x4's. North America's off-road medium trucks.



FORD FT-8000



FORD F-700 4x4



FORD F-800



FORD F-600

Ford F-Series

Full-cab comfort and convenience.

The spacious well-planned and human-engineered interior is designed for optimum driver comfort. The roomy cab is open, inviting and well tailored.

The Ford F-Series provides cab spaciousness and a clear floor area. The heater/optional air conditioning units are on the engine side of the firewall, leaving the cab clear, and making them easy to service as well. A foot-operated parking brake is located up under the instrument panel for more legroom (F-600, F-700 and F-800 Orscheln lever optional, standard on others with hydraulic brakes).

For greater convenience, the Ford F-Series ignition switch is on the steering column, as is the optional automatic transmission lever. Power steering is standard for maneuvering ease, and the large windshield plus sloping hood design provide good forward sight lines.

A. Custom Hi-Level Trim.

Great looking with great comfort and convenience, the attractive top-of-the-line trim level features: Door panels of color-keyed plastic with brushed aluminum insert, bright molding, and carpeting on lower portion of panel. Color-keyed headliner trim, cut-pile carpeting on floor, and garnish moldings. Polyknit vinyl seat trim—color-keyed in Tan or Red.

B. Custom Trim.

Highly regarded as an attractive value, the Custom features: The cool comfort of "breathable" Custom knitted vinyl color-keyed in Tan, Blue or Red. Brushed aluminum instrument panel applique. Deluxe sound and heat insulation. Cigarette lighter. Right-hand sun visor. Color-keyed door panels with bright molding. Folding seat back.

Standard Cab exterior features include:

Painted western mirrors. Bright windshield molding. Two-speed electric windshield wipers and washers. Halogen headlamps.

C. Standard Cab interior.

The value-packed Standard Cab has all of these features: All-vinyl seat trim in three colors—Tan, Blue or Red. Seat has five inches of foam padding over Flex-O-Lator springs. 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. Left sun visor.

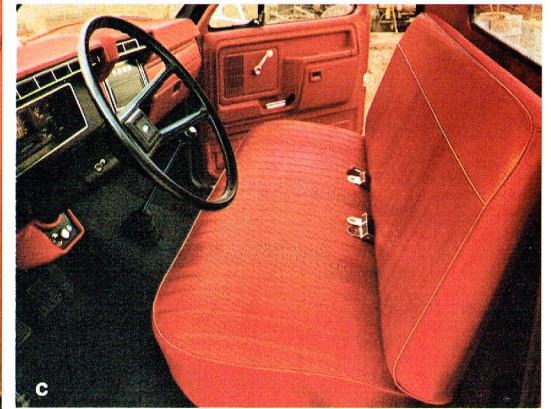
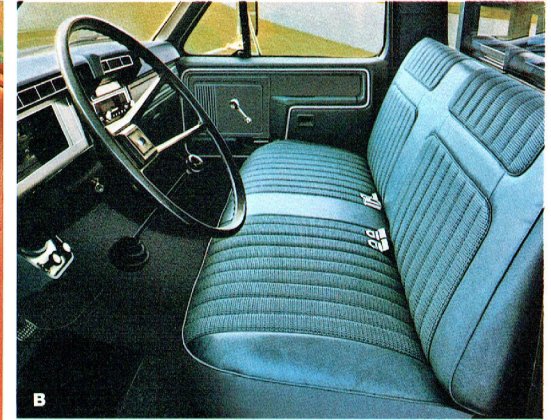
D. Easy-to-read instrumentation.

The attractive F-Series instrument panel is designed for easy viewing and convenient location of controls.

E. Individual seat.

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.

*PEO



Ford F-Series: First new medium for the 80's with today's state-of-the-art design and construction...big new tandems for '83

The difficult challenges of the eighties are all too well known. But, one truck manufacturer has done something about them. Ford—with the first new truck of the 80's designed to meet today's operating conditions and economic realities.

Now, for '83 there are major new advances designed to answer present needs. **Big new tandem series** can carry more payload every trip. GVWR's now range up to 50,000 lb.—GCWR's to 75,000 lb.—providing greater vehicle utilization possibilities.

The big choice in power.

For top efficiency on your job, Ford offers a choice of diesel, gas and LP-Gas engines to meet your power and economy needs. See pages 8 and 9 for details.

Wide-open service access.

Ford's broad alligator hood opens high and wide for time-saving service ease.

Rust-free fiberglass.

The grille opening panel and front fenders are formed of rustproof fiberglass with sturdy steel reinforcements for added strength.

Power steering.

Standard on all Ford F-Series Mediums.

Big, new front axles.

Now 9,500-lb. and 12,000-lb. front axles are available with 800/8000 Series for optimum ruggedness and greater carrying capacity.

Also, the addition of bigger front and rear axles available on single-axle series increase maximum GVWR's 4,000 lb. In addition to greater load carrying ability, **Ford paid great attention to time and cost saving reduction in scheduled maintenance.** All batteries are maintenance-free. The cowl-mounted windshield wiper motor is completely accessible from inside the engine compartment. Silicone hoses are available on all series. Silicone hoses are more resistant to heat and deterioration than conventional hoses. And the list goes on and on.

The F-Series cab is constructed of strong sheet and box section steel components welded together forming one tough cab.

Check over the FT-Series tandem shown below, and we think you'll agree it will be North America's new tandem for the 80's...Built Ford 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.

Tight turning.

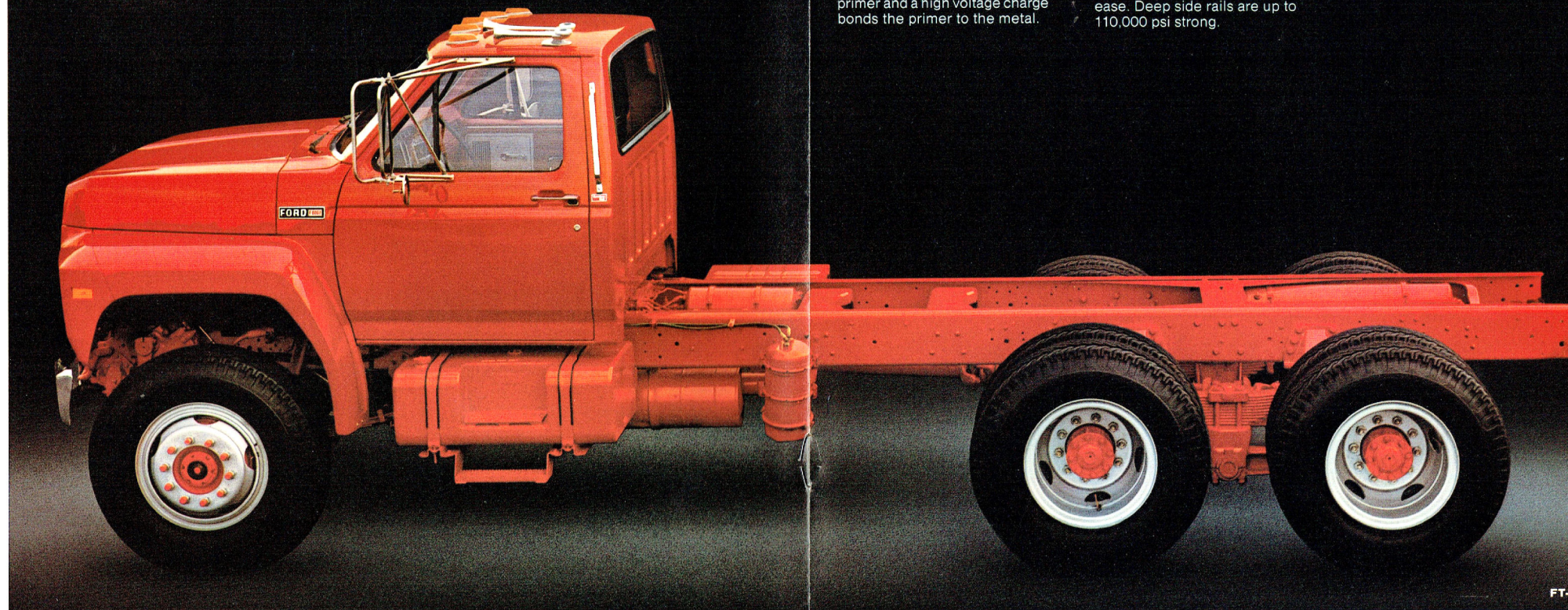
Swept-back bumper and wide-track front axles with up to 45° wheel cut angles combine for outstanding maneuvering ease.

Tough tandem frames.

Full channel, straight-through frames have rivet-free top rail flanges behind the cab to accommodate custom bodies with ease. Deep side rails are up to 110,000 psi strong.

Rugged tandem axles.

The popular Rockwell SL-100 34,000-lb. tandem is standard in the FT-Series with other Rockwell or Eaton tandems up to 38,000 lb. capacity available. Choice of steel or aluminum walking beam suspensions with 52-in. axle spacing.



FT-8000

Ford F-Series

The power in mediums with premium features and options!

Ford helped pioneer mid-range diesel power—starting way back in 1963. And Ford has made a lot of history since. Here's the latest in F-Series trucks.

A. 3208 Series diesels.

The big 10.4L displacement Caterpillar 3208 is the largest diesel in the mid-range market for excellent performance, as evidenced by "high torque rise" and "wide operating range" characteristics. In specific applications, the 3208 can be matched to a 5-speed transmission (rather than a heavier, more expensive 10-speed or 2-speed rear axle) for excellent gradeability and top speed.

A new turbocharged 225-hp 3208T is being added to the line for high mileage highway service, as well as city, suburban or local rural service. This turbocharged version—available in February, 1983—joins a 3208 Series already known for its value and quality in the mid-range diesel market.

B. 8.2L diesels.

The modern 8.2L "Fuel Pincher" diesel is rapidly gaining wide acceptance in mid-range service. It's available in naturally aspirated or turbocharged versions with power ratings of 165 hp and 205 hp.

Substantially better fuel economy. In Ford fuel economy tests, the 8.2L Fuel Pincher diesel demonstrated 94% better fuel economy than comparably equipped gas-powered trucks in similar applications. Your improvement will vary depending on how you use your truck.

Additional fuel savings at idle.

The 8.2L "Fuel Pincher" and 3208 Series share the traditional idling efficiency of diesel engines, which normally use only one-third the fuel while idling as comparable gas engines.

C. Complete LP-Gas system*

Ford offers complete LP-Gas system installations with Lima V-8 engines. This factory-installed system can include everything from the engine through to the LP-Gas pressure tank shown. Ask your dealer about the economic and operational advantages of LP-Gas.

D. Fuel-saving Dualmatic hubs*

Tough Ford medium 4x4's are available with thrifty free-wheeling 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.

E. Tough tandem frames.

Designed to stand up under all types of rated load and road conditions, new Ford frames of 110,000 psi steel have RBMs up to 2,915,000.

F. Versatile battery locations.

Single, dual or triple batteries are frame-mounted—all close to the side rail. Solid, easy to reach location.

In addition, for mounting special vocational bodies on diesels—utility or low vans with wheel cut-outs—an under-cab* dual battery location is available. This battery box has an integral cab entry step under the driver's door. Batteries don't interfere with custom bodies and remain accessible.

G. Rubber rear spring bushings.

Progressive radius leaf rear springs have rubber bushings on 7.6 and 10.2 SM frames to help reduce vibration. And rubber bushings reduce scheduled maintenance by eliminating the need for periodic lubrication.

H. Chromed front bumper.

A bright dress-up option, this bumper still retains Ford's functional 4-hole design. The two inner holes provide easy step access to the engine for service access.

I. Multitone tape.

A distinctive light (white and orange) or dark (gold and black) tape stripe is keyed to exterior color and adds a special touch to your truck.

J. Smooth...rivet-free flange.

Top frame rail flanges behind the cab are rivet-free for easy body installation.

Additional features not illustrated.

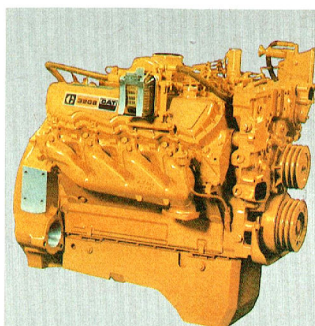
Hydraulic front disc brakes.

New Ford tandems and 4x2's with new 9,500 lb. or 12,000 lb. front axles feature front disc/rear drum split hydraulic brakes for outstanding performance. Disc brakes are air-cooled to resist fade and are self adjusting. Pads are easy to replace. Conventional drum-type air brakes are optional.

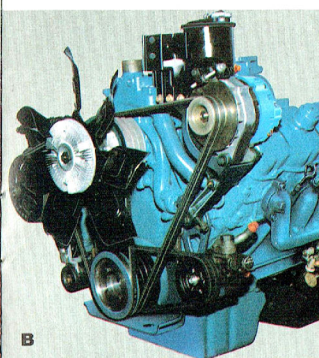
Exclusive front frame extension.

Designed for front PTO applications, this 24-in. integral extension is available for the installation of winches, pumpers or other types of vocational equipment such as snowplows. A unique Ford factory offering in this class truck.

*PEO



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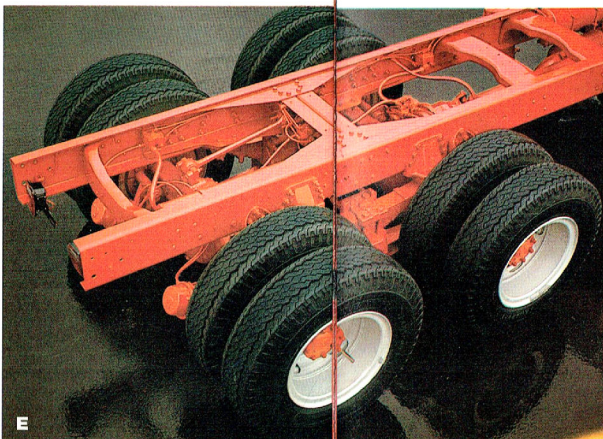
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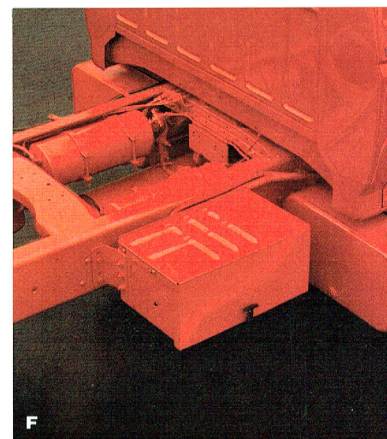
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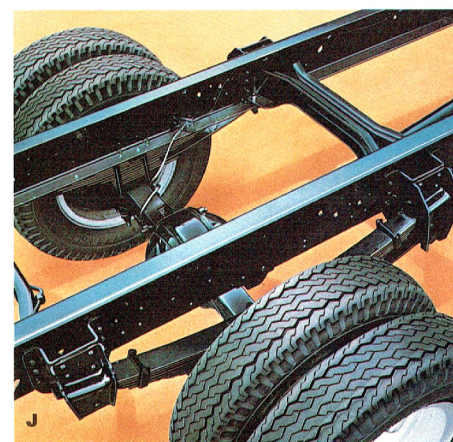
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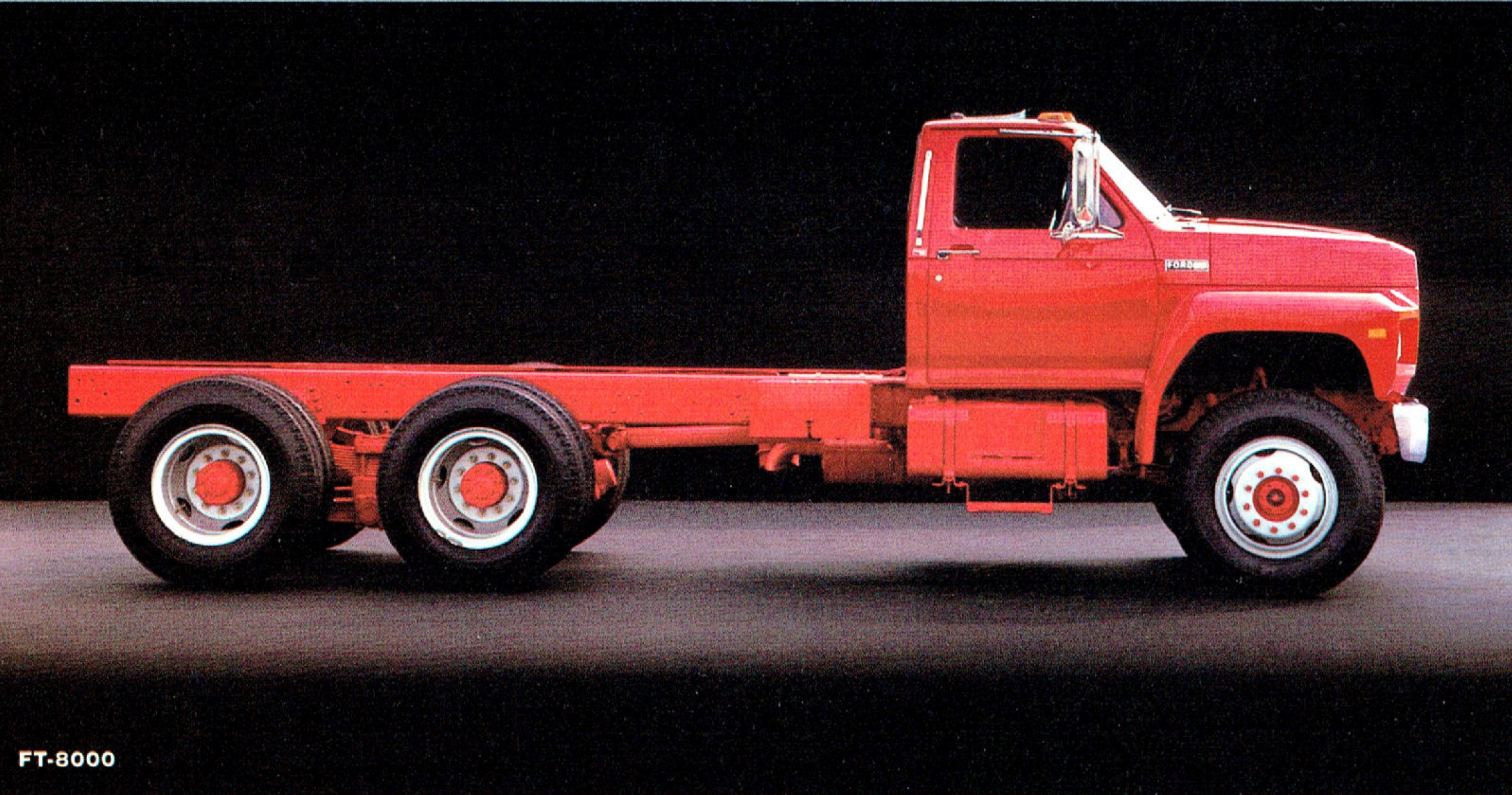


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Versatile **Ford F-Series** specifications,

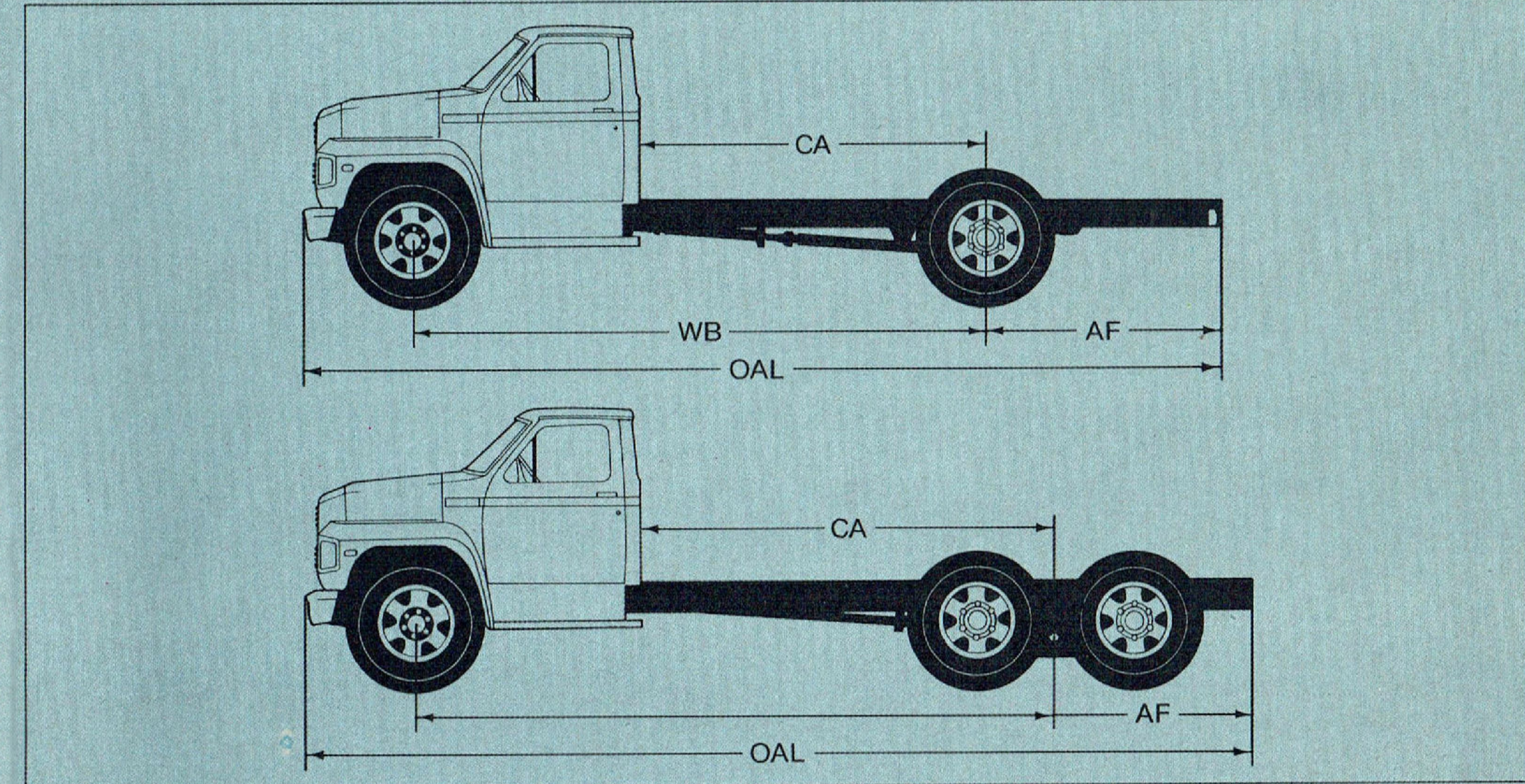


Specifications

SINGLE-AXLE SERIES								TANDEM-AXLE SERIES	
SERIES		F-600	F-700	F-700 (4x4)	F-800	F-7000	F-8000	FT-800	FT-8000
GVWR (lb.)	Max.	24,500	27,500	24,000	35,000	27,500	35,000	50,000	50,000
GCWR (lb.)	Max.	50,000	60,000	—	60,000	50,000	75,000	60,000	75,000
Axle Front Rating (lb.)	Std.	5,500	7,000	7,500	7,000	7,000	7,000	9,500	9,500
	Opt.	7,000	9,000	—	9,000, 9,500 12,000	9,000	9,000, 9,500 12,000	12,000	12,000
Axle Rear Rating (lb.)	Std.	15,000	17,500	17,500	18,500	17,500	18,500	34,000	34,000
	Opt.	13,000 15,000, 17,500	18,500	—	22,000 23,000	18,500	22,000 23,000	38,000	38,000
Engines	Std.	6.1L (370) 2V V-8	6.1L (370) 4V V-8	6.1L (370) 2V V-8	6.1L (370) 4V V-8	3208N— 175 hp. (D)	3208N— 175 hp. (D)	6.1L (370) 4V V-8	3208N—175 hp. (D)
	Opt.	6.1L (370) 4V V-8 8.2N— 165 hp. (D)	6.1L (370) 2V V-8 7.0L (429) 4V V-8 8.2L-N— 165 hp. (D) 8.2L-T— 205 hp. (D)	6.1L (370) 4V V-8 7.0L (429) 4V V-8 8.2L-N— 165 hp. (D)	7.0L (429) 4V V-8 8.2L-N— 165 hp. (D) 8.2L-T— 210 hp. (D)	3208N— 200 hp. (D)†	3208N— 200 hp. (D)†	7.0L (429) 4V V-8	3208N—200 hp. (D)†
						3208N— 210 hp. (D) ★3208T— 210 hp. (D)†	3208N— 210 hp. (D) ★3208T—210 hp. (D)† 3208T—225 hp. (D)		3208N—210 hp. (D) ★3208T—210 hp. (D)† 3208T—225 hp. (D)
Transmission††		4-Spd.	4-Spd.	5-Spd.†	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.
Springs, Front Max. Capy. @ ground lb.	Std.	2,750	3,500	3,750	3,500	3,500	3,500	4,750	4,750
	Opt.	3,200, 3,500	4,500	—	4,500	4,500	4,500	—	—
Springs/Suspensions Std. Rear Max. Capy. @ Ground lb.		7,500	8,750	10,590	8,750	8,750	8,750	U-340††	U-340††
	Opt.	8,750	10,590	—	10,590 w/ 18,500 axle 11,500 11,500▲	10,590	10,590 w/ 18,500 axle 11,500	UE-340†† RT-380††	UE-340†† RT-380††
Auxiliary (lb.)	Std.	2,250	2,250	2,250	2,250	2,250	2,250	—	—
	Opt.	6- or 10-hole disc	6- or 10-hole disc	—	10-hole disc**	6- or 10-hole disc	10-hole disc**	10-hole disc**	10-hole disc**
Tires	Std.	8.25 x 20 10PR	8.25 x 20 10PR	9.00 x 20 10PR (12PR rear)	9.00 x 20 10PR	8.25 x 20 10PR	9.00 x 20 10PR	9.00 x 20 12PR	9.00 x 20 12PR
	Max.	Opt.	9.00 x 20 12PR	10.00 x 20 12PR	—	011R x 24.5G 14PR	011R x 22.5G 14PR	011R x 22.5H 16PR	011R x 22.5H 16PR

NOTE: Use adequate tires for loads and type of service. Consult your Ford or Mercury Dealer. **Steel or Aluminum. †Rockwell T-223-C18 transfer case.
††Wide range of optional transmissions—Check your Ford or Mercury Dealer. ‡Avail. in Calif. ‡‡Aluminum optional.
▲ Low deflection—N.A. with 18,500 axle. ★ Avail. mid-model year. □ PEO

dimensions and additional options.



Dimensions

**SINGLE REAR AXLE
MODEL DIMENSIONS
with 7,000-lb. and 9500-lb. front axles**

WB (in.)	CA (in.)	AF (in.)	OAL (in.)
129	60	38.9	201.3
141	72	38.9	213.1
153	84	38.9	225.3
171	102	60.6	264.8
177	108	70.0	280.5
189	120	72.8	295.1
207	138	92.9	333.3
225	156	100.0	358.5
237	168	129.9	400.2

**F-800 and F-8000 with 9,500-lb.
and 12,000-lb. front axles**

WB (in.)	CA (in.)	AF (in.)	OAL (in.)
142	72	39.0	213.2
154	84	42.9	229.4
178	108	63.0	273.5
196	126	75.2	303.4
214	144	75.2	321.5
238	168	129.9	400.2

**TANDEM AXLE MODEL DIMENSIONS
FT-800, FT-8000**

WB (in.)	CA (in.)	AF (in.)	OAL (in.)
154	84	55.1	241.6
178	108	63.0	273.5
196	126	75.2	303.4
214	144	75.2	321.5
238	168	129.9	400.2

Additional options

- ☐ Air conditioning (integral with heater)
- ☐ Heater—high output
- ☐ Heavy-duty black vinyl seat trim
- ☐ Dual horns (electric, electric or air on air equipped models)
- ☐ Hand throttle, locking T-handle
- ☐ Instrumentation Package with tachometer, ammeter, and oil pressure gauge
- ☐ Orscheln parking brake lever (N.A. with air brakes)
- Radio—pushbutton
 - ☐ AM
 - ☐ AM/FM monaural
 - ☐ AM/FM stereo
 - ☐ AM/FM stereo with 8-track tape deck
 - ☐ Tinted glass windshield
 - ☐ All tinted glass
 - ☐ Stainless steel western mirrors, with or without lights
 - ☐ Auxiliary convex mirrors
 - ☐ Air cleaner—HD dry type with restriction indicator
 - ☐ Alternators—60, 75, or 90 amp., or Leece Neville 105 amp
 - ☐ Aluminum rear hubs
 - ☐ Battery (12 volt) maintenance-free (one gas/LPG), or three (diesels)
- ☐ Centrifuse front and rear brake drums*
- ☐ Engine block heaters
- ☐ Engine oil cooler
- ☐ Extra cooling (HD radiator and/or fan clutch)
- ☐ Fan clutch (included with 7.0L [429] V-8 and diesels)
- Fuel tanks
 - ☐ 35-gal. steel step RH and/or LH
 - ☐ 50-gal. steel step RH and/or LH
 - ☐ 60.6-gal. (water capacity) LPG fuel tank** (frame mtd. behind cab)
- ☐ Fuel pump, electric with gas engines (included with 7.0L [429] V-8 and/or tractor package)
- ☐ Provision for front-mounted PTO†
- ☐ Integral front frame extension
- ☐ Shock absorbers (rear)
- ☐ Tractor package with dual-face turn signal lamps, trailer air and electrical line connections (10- or 12-ft. coiled)*
- ☐ Vertical exhaust** LH or RH with diesels
- ☐ Wet-type wheel seals

*N.A. F-600 Series
†Available on 7.0L (429) V-8 and diesels.
**PEO

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

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford of Canada reserves the right to discontinue models or options at any time or change specifications, 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 or Mercury dealer.

These vehicles are regulated pursuant to the Canada Motor Vehicle Safety Act. If you acquire a vehicle for use in the U.S.A. you may be subject to regulations such as those issued by the U.S. 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 or Mercury 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 of Canada. Bodies or trailers shown with Ford Chassis-Cabs or Tractors are merely representative of the many types available from various manufacturers and do not constitute a recommendation by Ford of Canada as to their suitability for your individual needs. Availability, price, quality and durability of these items rests solely with the respective manufacturers and their sales organization, and Ford assumes no responsibility for their use.

Motorcraft



...FOR SURE

Replacement Parts

Be sure to specify genuine
Ford-approved Motorcraft
parts from your Ford or
Mercury Dealer.

NOTE: Pre-Engineered Options (PEO) are Special
Order options with high sales rates that
have been pre-engineered for fast delivery.

Get it together — Buckle up.

Litro In Canada 10/82

FORD F-SERIES

HEAVY DUTY TRUCKS

