

# FORD F-SERIES THE TOTAL TRUCK



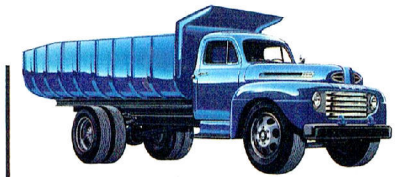




## Ford's Total Truck Commitment

North America's first new truck for the '80s—F-Series—now becomes the "Total Truck" line for the years ahead. Last year, we introduced new high-capacity FT-Series tandems and Caterpillar engines. This year, we're adding the new tilt hood option and the new disc front/drum rear hydraulic brake system as standard\* across the line.

**New Ford F-Series tilt hood option.** This tough fiberglass unit is die-formed for uniformity and smooth finish, steel reinforced for added strength. Husky nylon/silicone straps hold hood in alignment.

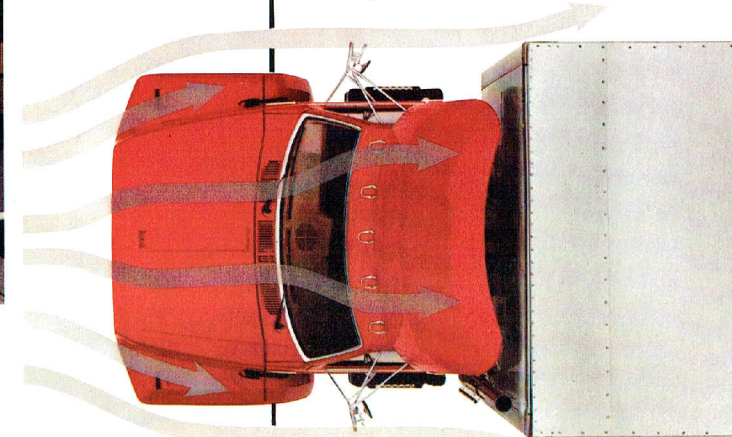


1948 Ford F-Series—the first of the now famous Ford "Big Jobs."



Ford puts quality on the line with production teamwork to *build them right* for you.

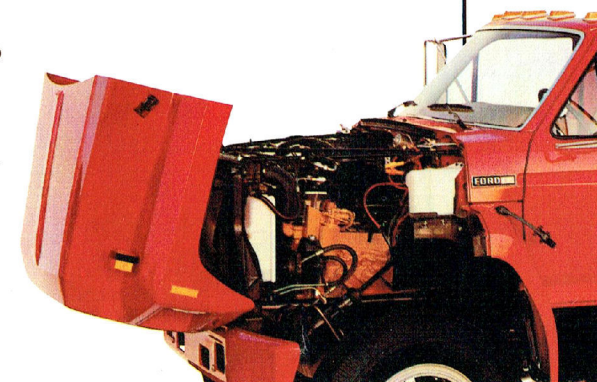
Aerodynamic design with swept-back fenders and bumper, rounded hood-and-fender contours and low cab height minimize air drag.



**New Ford brake through.** Now state-of-the-art brakes that provide the comparable effectiveness of air brakes, even to having rear wheel spring set parking brakes. Key new truck options include a tilting hood for service ease, tough 21 Section Modulus frame (PEO) for single-axle municipal and utility vehicles with big hoists or overhead cranes, and efficient new transmissions.

**New economy, too.** The special Ford "F-8000 Economy 200" features the new high fuel efficiency Caterpillar 3208 turbocharged engine (rated at 200 hp at 2,000 rpm) in a specially prepared, performance matched F-Series. A complete Spicer drivetrain and Michelin tires round out this package to achieve an average of 14-19% better on-highway fuel economy\*\* than comparable IHC with DT-466, Mack Mid-Liner and Mercedes LS-1418. Ask your Ford or Mercury Dealer for the complete test results.

\*Availability on FT-8000 is delayed.  
\*\*Based on Ford ATA/SAE type II fuel tests simulating on-road driving conditions, measuring fuel economy of Ford and comparable competitive trucks. Improvement varies depending on use.



Ford F-Series trucks can now *open wide* with the new 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-hold conveniently located on the top front of the hood.





## Ford Truck brake-through!

Ford's commitment to excellence is certainly demonstrated by the new split-hydraulic brake system. A highly advanced system that's now standard on all Ford F-600 through FT-800 Series trucks. The new system has many features of air brakes—at standard hydraulic brake prices.

Powered by hydraulic pressure not vacuum, brakes are operable immediately at engine start. Front disc brakes are fade-resistant. New rear drum brakes are designed to run cool within the dual wheels.

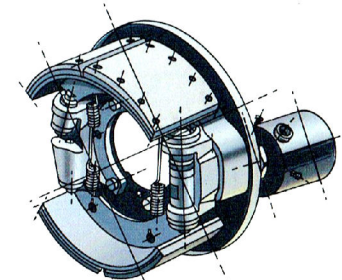
Ford's new rear drum brakes have long-life linings  $\frac{3}{4}$ " thick. Quick visual wear check. Fewer parts, simplified servicing.

**Spring-set parking brake—like air.** Push-pull knob sets the rear service brakes under spring pressure—like air brakes. And they can be released as soon as the engine starts. The need for a driveline parking brake is eliminated. Revolutionary! But Ford's new brake system is thoroughly job proven.

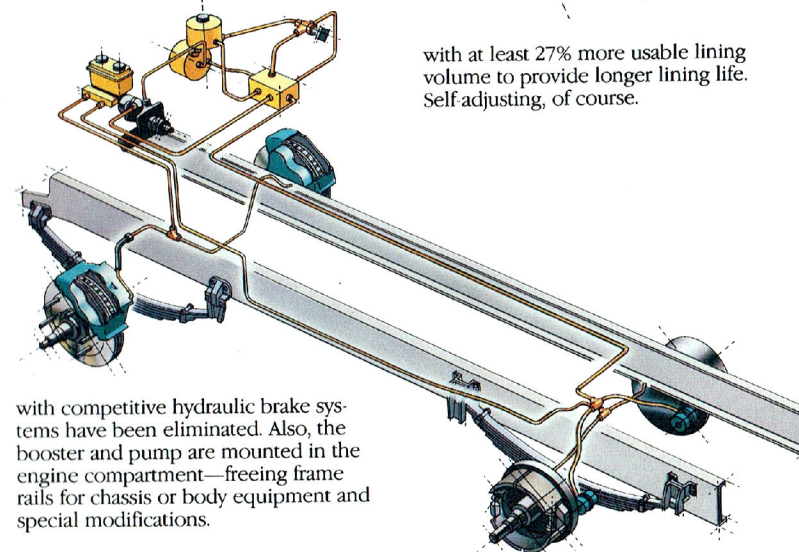
**Hydraulic power.** Power is supplied by a hydraulic pump, dual master cylinder and booster. The Ford system has been proven in School Bus and F-Series service since 1980. The vacuum booster, reserve tank and lines required

Because the primary power source is pressurized fluid, not air or vacuum, 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 motor. This motor is automatically actuated to provide braking power if the engine stalls, or the hydraulic pump flow drops too low for any reason. A brake warning light and buzzer alert the driver in the event of primary pump malfunction.

**Rear drum brakes.** Husky drum rear brakes are designed to run cool behind the dual rear wheels. And a new tapered brake block was developed

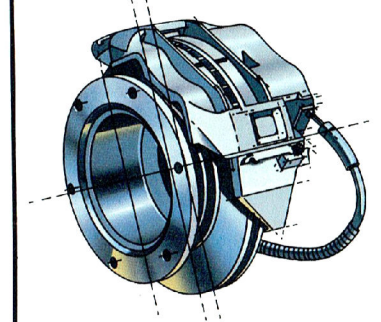


with at least 27% more usable lining volume to provide longer lining life. Self-adjusting, of course.



with competitive hydraulic 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.

**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 drum brake linings. And Ford pads can be easily inspected through a large opening in the top of the caliper. Disc brake service simplicity—only five parts compared to up to 12 for drums—and longer lining life reduce maintenance time and expense.



**Hydraulic brakes with tandem axles.** Ford's unique hydraulic brake system also permits its use in tandem axle trucks—an industry exclusive in 1984.

**Lower parts inventory.** Extensive parts commonality in the Ford system reduces inventory requirements. For example, left and right hand disc brake calipers and jounce hoses are interchangeable.

**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 positive instantaneous engine-on, parking brake release and brakes available system saves important seconds. There's no wait for air pressure to build up.

**Air brakes optional.** For tractor service, requiring air for trailer brakes, Ford naturally offers full-air brakes on 700 and larger series.



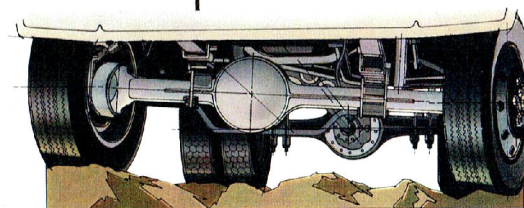


## Ford F-Series—Total Truck Toughness on or off-road

Ford knows the difficult, demanding kinds of work trucks perform day in and day out. The big loads, back alleys, rough and rutted construction sites. That's why any way you look at them, Ford Trucks are built tough and thoroughly tested. Testing involves prescribed tortuous courses at test tracks or in recorded customer use on their jobs.

To handle the stress and strain, 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.

Frames have full-channel, straight through rails of up to 110,000 psi hi-tensile steel to form a sturdy backbone.



And when it comes to power for really tough performance requirements, Ford offers a choice of proven diesel, gasoline or LP-Gas engines.

**Diesels.** Ford helped pioneer mid-range diesel power over 20 years and 200,000 trucks ago. And we've been making history ever since. Today Ford offers a broad range of 8.2L "Fuel Pincher" diesels and 3208 Caterpillars from 145 to 225 horsepower (SAE) naturally aspirated, turbocharged and fuel economy versions.

**Gasoline or LP-Gas.** Ford F-Series trucks offer tough gasoline engines specifically designed for medium truck applications. Efficient V-8s that have proven themselves most suitable for a wide range of rough jobs. Ford also offers efficient LP-Gas factory-installed versions of these engines. Engines that provide LP-Gas economy and maintenance advantages.

**Need 4x4 traction?** You need a rugged Ford F-700 4x4.\*\* Here's a truck designed for use in off-road operations and 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.





## Total Truck comfort

For years Ford has been a leader in building truck cabs with a driver-centered philosophy. The driver is focal point of engineering, design and function.

Ford first introduced the famous "Driverized Cab." A great step forward in this field. Today it's called ergonomics—the science involving the interior design of the vehicle for driver convenience and comfort. The Ford F-Series cab is definitely designed to put the driver in full command. Instruments are easy to read, controls easy to reach.

The spacious interior is clean and clear in the floor area, too. The heater/optional air conditioning units are outside the cab in the engine compartment. The foot parking brake pedal or parking hand lever have been eliminated on hydraulic brake models with the new parking brake knob on the instrument panel. Also, the ignition switch is located on the steering column, as is the optional automatic transmission lever. Power steering is standard for handling and maneuvering ease. And the large windshield plus hood design provide good forward sight lines. In addition to all this, you have your choice of two cab trim levels.



**Individual seating comfort.** Bostrom Viking T-Bar driver and passenger seats\* are optional. These individual seats are attractively trimmed in black vinyl.

\*PEO

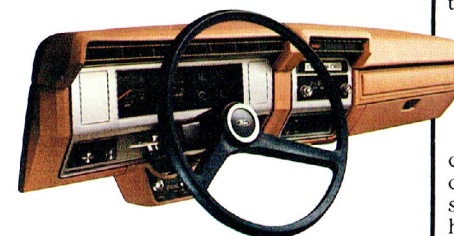
**Custom Hi-Level Trim.** Great looking, as shown at left, with great comfort and convenience, the attractive top-of-the-line trim level features: Door panels of color-keyed plastic with brushed aluminum insert, bright molding, and carpeting on lower portion of panel. Color-keyed headliner trim and garnish moldings. Polyknit vinyl seat trim—color-keyed in Charcoal or Tan.

**Standard Cab exterior features include:** Painted western mirrors with auxiliary convex mirrors. Bright windshield molding. Two-speed electric windshield wipers and washers. Halogen headlamps. Dual cab assist handles.



**Standard Cab Interior.** The value-packed Standard Cab, shown above, has all of these features: All-vinyl seat trim in two colors—Charcoal or Tan.


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. Door courtesy light switches. Left sun visor.



**Easy-to-read instrumentation.** The attractive F-Series instrument panel is designed for easy viewing and convenient location of controls.



# The Total Truck- Built Ford Tough



F-Series turning diameters, as small as 43.9 ft., curb-to-curb.

## Tight-turning trucks.

Swept-back bumper, wide-track front axles with up to 45° wheel cut angles, and precise steering all combine for outstanding handling. And power steering is standard across the total F-Series line for maneuvering ease.

## Rust-free fiberglass.

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

## 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.

Ford designs and builds tough trucks to meet and overcome the formidable daily challenges of the work place. Heat. Cold. Big loads. Rough roads. Demanding schedules. That's why such meticulous care and thoroughness go into every detail of the basic Ford Chassis Cab. From the new tilting hood in front, to the rugged high-capacity tandem axles in the rear, and everything in between, Ford F-Series is the total truck for your job.

## New, reinforced frame.\*

For the specialized needs of city and utility vehicles with big hoists or overhead cranes, a tough 21 SM frame features hi-tensile 110,000 psi siderails with 50,000 psi inverted "L" reinforcements. Available on F 800 and F-8000 Series, and it can be matched with the integral front frame extension.

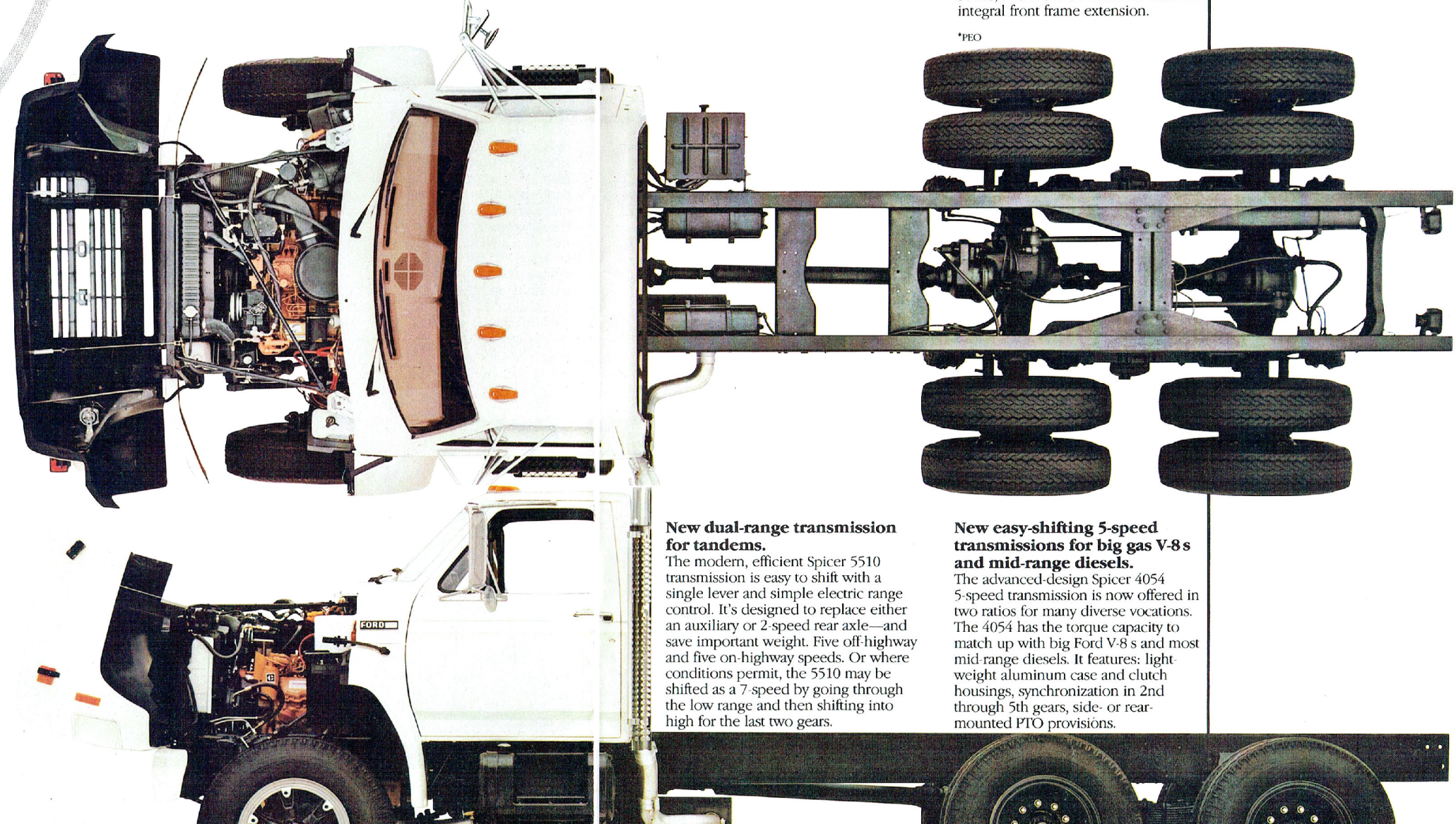
\*PEO

## New dual-range transmission for tandems.

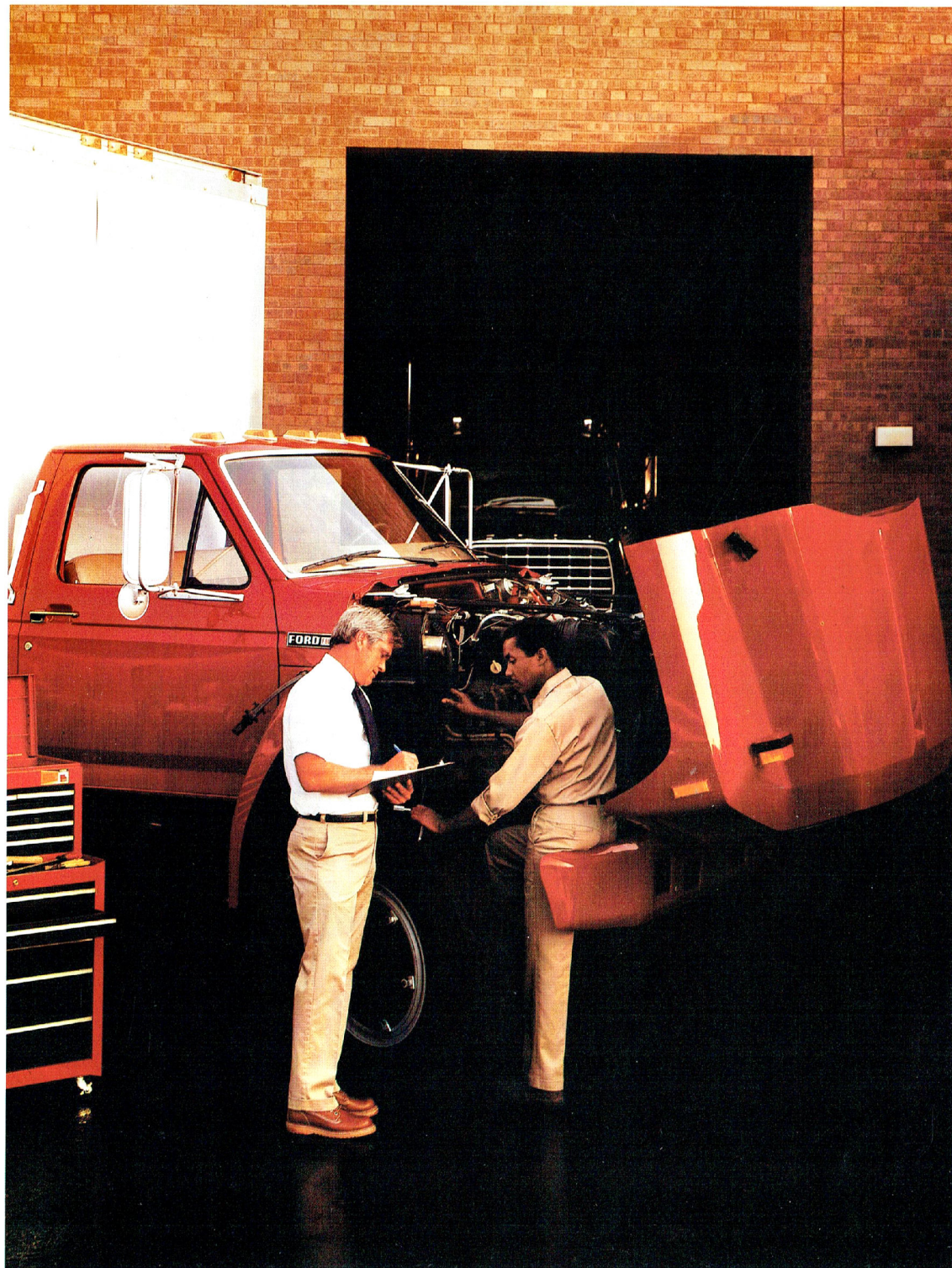
The modern, efficient Spicer 5510 transmission is easy to shift with a single lever and simple electric range control. It's designed to replace either an auxiliary or 2-speed rear axle—and save important weight. Five off-highway and five on-highway speeds. Or where conditions permit, the 5510 may be shifted as a 7-speed by going through the low range and then shifting into high for the last two gears.

## New easy-shifting 5-speed transmissions for big gas V-8 s and mid-range diesels.

The advanced-design Spicer 4054 5-speed transmission is now offered in two ratios for many diverse vocations. The 4054 has the torque capacity to match up with big Ford V-8 s and most mid-range diesels. It features: light-weight aluminum case and clutch housings, synchronization in 2nd through 5th gears, side- or rear-mounted PTO provisions.







## Service ease

In addition to the new tilting hood, Ford continues to offer a vast number of maintenance reducing and serviceability features including:

- 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 with no added overlay wire assemblies; 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 a 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 color coded and are designed for hand removal without tools.
- Quick-disconnect type electrical harness connectors facilitate front end assembly removal.
- Clutch linkage equalizer shaft is lubed for life.

**Easy to service hydraulic brakes.** Ford disc front/drum rear brakes allow pad and lining wear to be checked through accessible inspection points. All rear brake drums with disc wheels are outboard mounted, eliminating the need to remove axle shafts and seals for brake service. And the number of parts to be disassembled or removed for service has been greatly reduced:

Front disc from up to 12—down to only five. Drum rear from up to 16—down to only two springs.

**Brakes are self-adjusting.** They adjust automatically every time brakes are applied—moving forward or in reverse. Brake servicing requirements are cut to a minimum.

**Silicone hoses,** optional on all F-600 and larger Series, are more resistant to heat and deterioration than conventional type hoses.

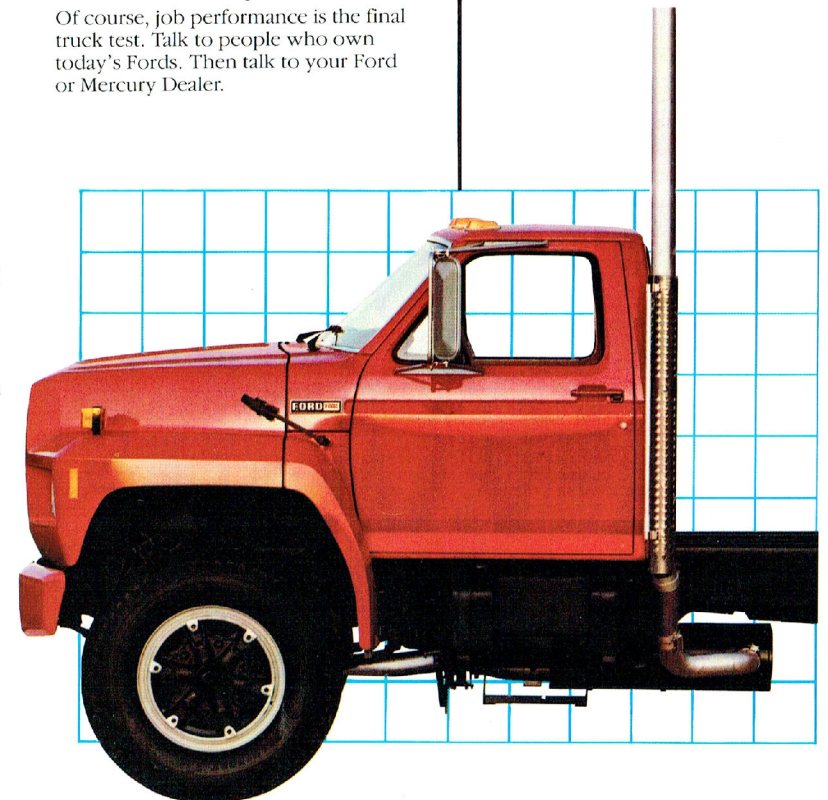
**Easily accessible wiper motor.** The cowl-mounted windshield wiper motor is completely accessible from inside the engine compartment for fast repair or replacement.

**Parts and service almost everywhere.** Ford Trucks are engineered to some of the highest standards in the industry. And Ford's commitment to quality extends through the nationwide network of truck dealers. They're backed by a modern computer system linked to 6 Parts Distribution Centers. Centers that handle a full line of quality Motorcraft and Ford parts.

Of course, job performance is the final truck test. Talk to people who own today's Fords. Then talk to your Ford or Mercury Dealer.

**Quality is Job 1.** We're proud of the design and engineering excellence that go into Ford Trucks, and the modern facilities and equipment that produce them. But, most of all, we're proud of our people, and the partnership formed to deliver a quality product. We've instituted extensive Employee Involvement Programs which get assembly people, engineers and management together to work on quality improvements. And we're going to keep on improving.

Our philosophy. You can't repair quality into a truck—it has to be built into it...and made Job 1.





SPECIFICATIONS

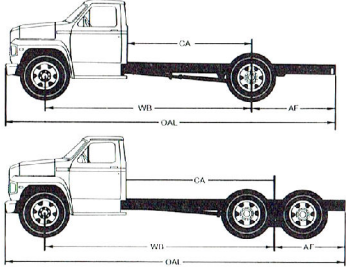
SINGLE-AXLE SERIES									
SERIES		F-600	F-700	F-700 (4x4)□	F-800	F-7000	F-8000	FT-800	FT-8000
BWR (lb.)	Max.	24,500	27,500	24,000	35,000	27,500	35,000	50,000	50,000
GCWR (lb.)	Max.	50,000	60,000	—	60,000	50,000	75,000	60,000	75,000
Axle Front Rating (lb.)	Std.	6,000	7,000	7,500	7,000	7,000	7,000	9,500	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	19,000	17,500	19,000	34,000	34,000
	Opt.	13,000 15,000, 17,500	19,000	—	22,000 23,000	19,000	22,000 23,000	38,000	38,000
Brakes, Service Split System	Std.	Split-Hyd.	Split-Hyd.	Split-Hyd.	Split-Hyd.	Split-Hyd.	Split-Hyd.	Split-Hyd.	Air
	Opt.	HD Split-Hyd. Rear, Air	HD Split-Hyd. Rear, Air	HD Split-Hyd. Rear, Air	HD Split-Hyd. Rear, Air	HD Split-Hyd. Rear, Air	HD Split-Hyd. Rear, Air	Air	—
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 8.2L 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)† 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) 8.2L T— 205 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)† 3208N—200 hp. Econ. (D)† 3208T—210 hp. (D) 3208T—225 hp. (D)†	3208N— 200 hp. (D) 3208N—210 hp. (D)† 3208T—210 hp. (D) 3208T—225 hp. (D)†	7.0L (429) 4V V-8	3208N—200 hp. (D) 3208N—210 hp. (D)† 3208T—210 hp. (D) 3208T—225 hp. (D)†
Transmission††	Std.	4-Spd.	4-Spd.	5-Spd.†	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.
Spring Front Max. Capy. @ ground lb.	Std.	3,425	3,700	3,750	3,700	3,700	3,700	4,750	4,750
	Opt.	4,500	4,500	—	Larger optional axles have matched springs				
Springs/Suspension Rear Max. Capy. @ Ground lb.	Std.	7,500	8,750	10,590	8,750	8,750	8,750	U-340††	U-340††
	Opt.	8,750 10,590 11,500 w/17,500 axle 2,250	10,590 11,500	—	10,590 w/ 19,000 axle 11,500 11,500\$	10,590 11,500	10,590 w/ 19,000 axle 11,500 11,500\$	UE-340†† RT-360††	UE-340†† RT-360††
Auxiliary (lb.)	Std.	2,250	2,250	2,250	2,250	2,250	—	—	—
Wheels	Std.	Cast Spoke	Cast Spoke	6-hole disc	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	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
	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	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.  
†N.A. in Calif. ††Aluminum optional. \$Low deflection—N.A. with 19,000 axle. \*200 hp for Calif. □TPEO

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.



(DIMENSIONALS)  
Single Rear Axle Model Dimensions

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 9,500 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
196	126	75	304
214	144	75	322
238	168	130	401

Tandem Axle Model Dimensions  
FT-800, FT-8000

WB (in.)	CA (in.)	AF (in.)	OAL (in.)
154	84	55	242
178	108	63	274
196	126	75	304
214	144	75	322
238	168	130	401

F-Series 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 Leece Neville 105 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

Engine oil cooler

Extra cooling (HD radiator and/or fan clutch)

Fan clutch (included with 7.0L [429] V-8 and diesels)

Fuel tanks

- 132 L (29 gal.) steel step RH and/or LH
- 189 L (42 gal.) steel step RH and/or LH

Fuel pump, electric with gas engines (included with 7.0L [429] V-8 and/or tractor package)

Integral front frame extension (NA w/tilt hood)

Provision for front-mounted PTO†

Shock absorbers

Tractor package with dual-face turn signal lamps, trailer air and electrical line connections (10- or 12-ft. coiled)\*

Vertical exhaust LH with diesels

Wet-type wheel seals

F-Series 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

Multitone tape, light or dark—Keyed to exterior color

Radio—push button

- AM
- AM/FM stereo
- AM/FM stereo with cassette deck

Seats, individual, Bostrom Viking T-Bar\*\*

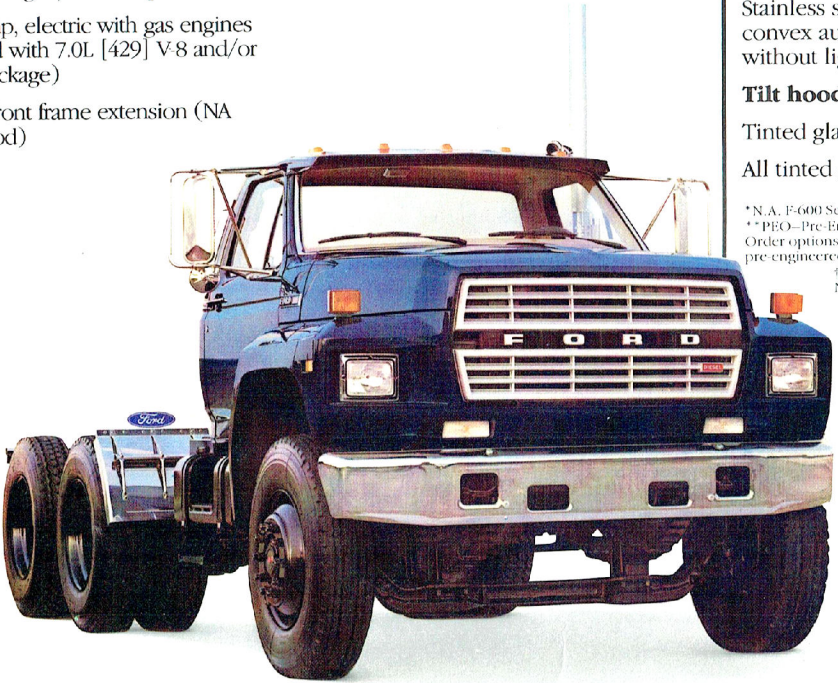
Stainless steel western mirrors and convex auxiliary mirrors, with or without lights

Tilt hood

Tinted glass windshield

All tinted glass

\*N.A. F-600 Series  
\*\*PEO—Pre-Engineered Options (PEO) are Special Order options with high sales rates that have been pre-engineered for fast delivery.  
†Available on 7.0 L (429) V-8 and diesels. N.A. with tilt hood.







**FORD** F-8000

**Get it together—Buckle up.**

Litho in Canada

10/83

**FORD F-SERIES**

MEDIUM DUTY TRUCKS

