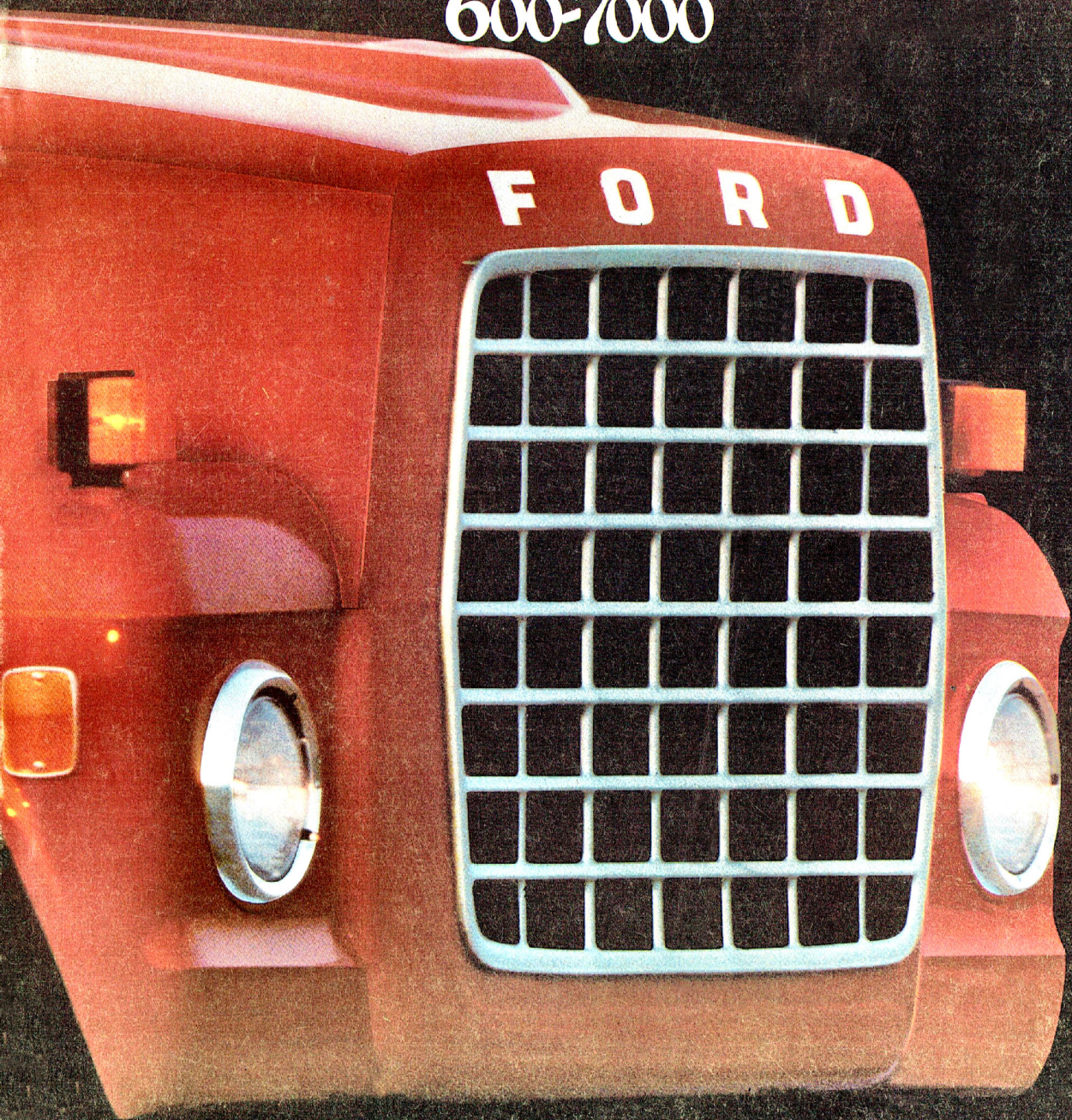


# FORD LN-SERIES 600-7000







## Ford's commitment to quality

Nowhere is Ford's commitment to quality more self-evident than in the LN mediums. That's because they bring to mediums many of the quality features on which Ford L-Line heavy duty trucks have built their reputations. They all share a steel-reinforced fiberglass tilting front-end — as standard — plus strong

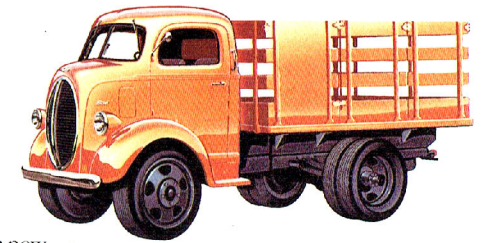
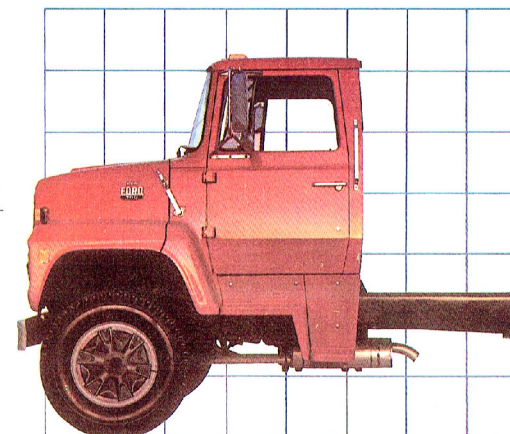
all-welded steel cabs.

Now for '84, LN mediums have a new split-hydraulic brake system across the line. State-of-the-art brakes that provide the comparable effectiveness of air brakes, even to having spring-set rear parking brakes standard.



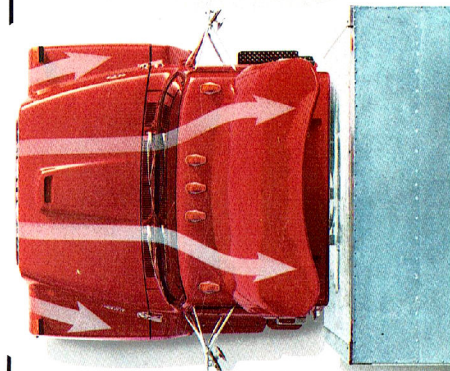
Ford puts quality on the line with production teamwork to **build them right** for you.

**Quality is job 1.** At Ford, 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. Ford won't accept anything less. Why should you?



1939 Ford Cab-Over — forerunner of the Ford short conventional LN-Series.

Aerodynamic design: cab shape, sloping hood and windshield curving at sides all help to minimize air drag.



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 series Caterpillars from 145- to 200\* horsepower (SAE standard J-1349) turbo-charged versions.

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

\*PEO





## Ford Truck brake-through!

Ford introduces an advanced braking system for Medium Duty trucks. New split 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.

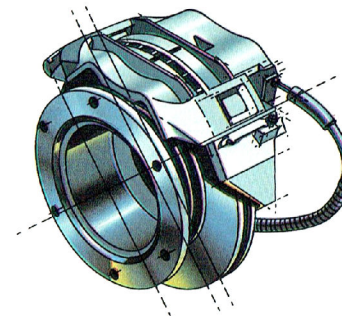
Ford's new rear drum brakes have long-life linings  $\frac{3}{4}$ " thick at rear. Quick visual wear check. Fewer parts, simplified servicing.

**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.

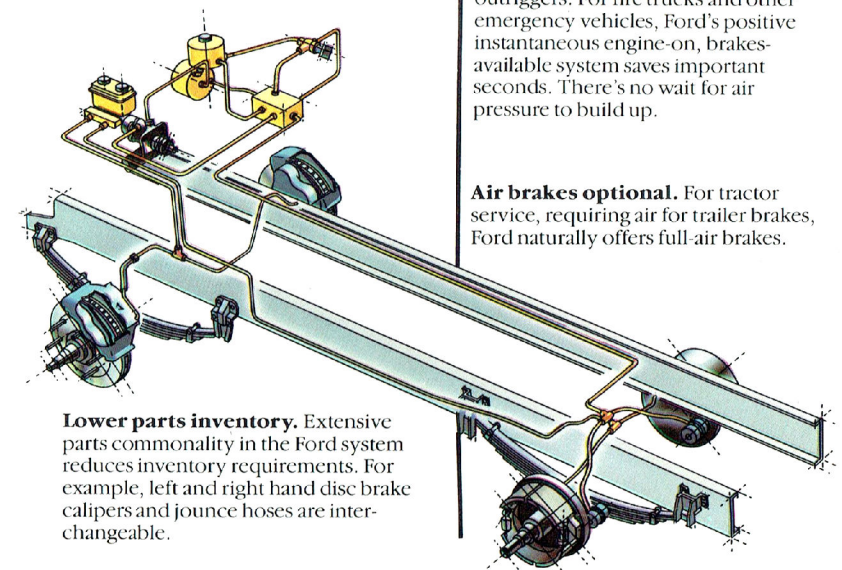
**Hydraulic power.** Power is supplied by a hydraulic pump, dual master cylinder and booster. The Ford system has been proven in F-Series and School Bus service since 1980. The vacuum booster, reserve tank and lines required with competitive hydraulic brake systems have been eliminated. Also, the booster and pump are mounted in the engine compartment — freeing frame rails for chassis or body equipment and special modifications.

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.

**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.



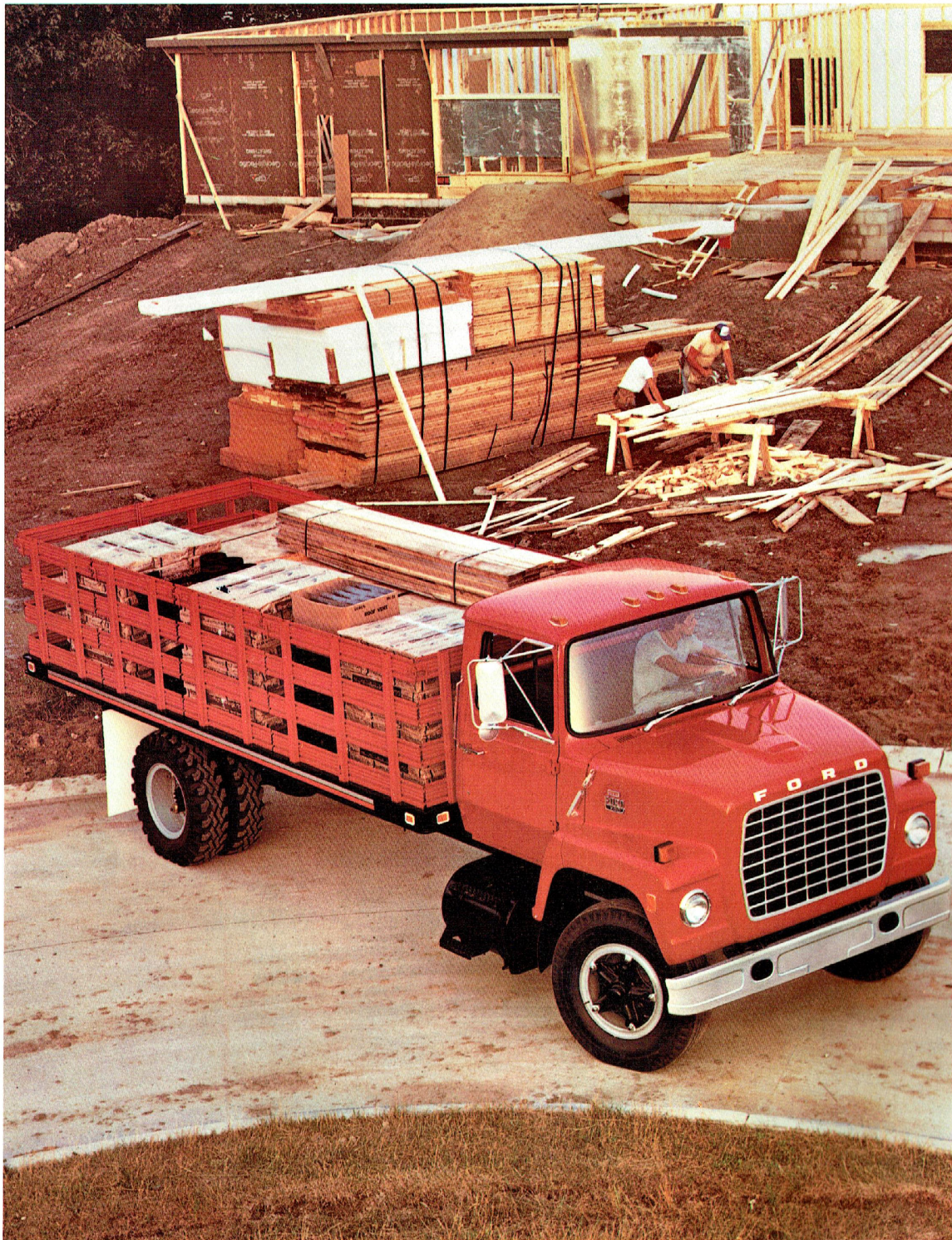
**Rear drum brakes.** New drum rear brakes are designed to run cool within the dual rear wheels. And a new tapered brake block was developed with at least 27% more usable lining volume to provide longer lining life. Self adjusting, of course.

**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 normal outriggers. For fire trucks and other emergency vehicles, Ford's positive instantaneous engine-on, 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.

**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.





## Service ease

Ford LN-Series front end opens wide to reduce shop time and maintenance expense. This Ford-pioneered standard feature on this size truck provides the same time-saving service ease that is so outstanding on bigger L-Line trucks.

The large steel-reinforced fiberglass hood-and-fender assembly opens a full 57°. It swings up and away from the engine and radiator. And Ford's bumper design provides needed tire-to-bumper clearance for easy step-in access to the engine.

In addition to the tilting hood, Ford continues to offer a great number of maintenance-reducing and serviceability features: maintenance-free batteries; three-piece instrument panel so only the affected section need be opened or removed; little or no dog-house for out-front service access; 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."

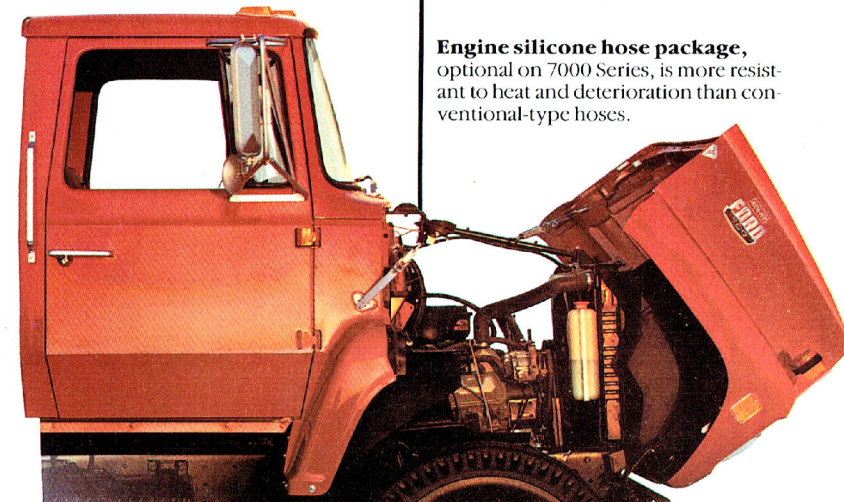
**Easy to service hydraulic brakes.** Ford disc front/drum rear brakes allow pad and lining wear to be checked through accessible inspection points.

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 parts reduced from up to 12 — down to only five. Drum rear from up to 16 — down to only two springs.

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

**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.



**Engine silicone hose package,** optional on 7000 Series, is more resistant to heat and deterioration than conventional-type hoses.





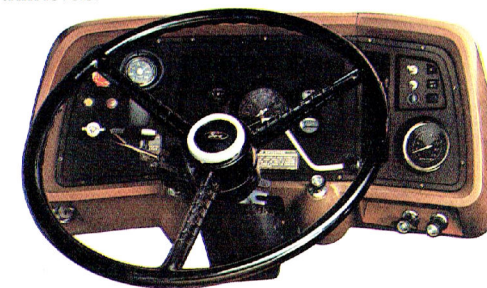
## Designed around the driver for comfort and control

For years Ford has been a leader in building truck cabs with a driver-centered philosophy. The driver is the 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 L-Series cab is definitely designed to provide the optimum driving environment and to put the driver in full command. Instruments are easy to read, controls easy to reach.

The spacious interior is clean and clear. There's plenty of leg, hip and shoulder room for 3-man seating comfort (with bench seat). The parking hand lever has been eliminated on hydraulic brake models with the new spring-set parking knob on the instrument panel. Power steering is standard for handling and maneuvering ease. The chair-high seat and the large windshield plus sloping hood design provide good forward sight lines. In addition to all this, you have your choice of two cab trim levels.

### Easy-to-read instrumentation.



### Custom Interior Trim.

The well appointed, handsome Tan/Saddle Custom Interior Trim level, shown at left, includes all these features (in addition to or in place of standard items): full-width seat with foam padding trimmed in Tan/Saddle-colored vinyl with polyknit inserts (heavy-duty black vinyl trim is a no charge option); dispatch box under seat; padded door trim panels with painted map pockets; arm rest on both doors; vinyl covered hardboard headlining; dual padded

### Individual seats.

L-Series Unison Lo-Back driver and passenger seats are optional. These individual seats are attractively trimmed in comfortable, breathable knitted vinyl. Charcoal trim for standard cabs and Tan/Saddle polyknit for Custom trim.



### Standard Cab.

The Standard Cab interior features hardboard headlining; padded instrument panel; full-width seat with charcoal vinyl trim (a heavy-duty black is standard with 7000 Series diesels, optional for other models); black vinyl-covered rubber floor mat with foam backing; cab-back trim panel is included with optional individual seats; cab-back insulation is included on 7000 Series diesels or with optional individual seats; dual Charcoal-colored vinyl sun visors; and dual bright aluminum door-mounted assist handles.

**Standard exterior features:** tinted windshield, 7" x 16" western mirrors with auxiliary convex mirrors; reversible door and ignition key; push-button door handles; and bright cab assist handles.

vinyl sun visors with clip, cigarette lighter; saddle-colored vinyl covered rubber, foam backed floor mat; cab back insulation panel; and left door courtesy switch.

### Custom Exterior Trim Option.

This separate option provides (in addition to or in place of standard) *bright finish:* anodized aluminum grille, grille surround molding, windshield molding, hood latches, and pedestal-mounted cab roof lights — shock mounted.



Built Ford Tough

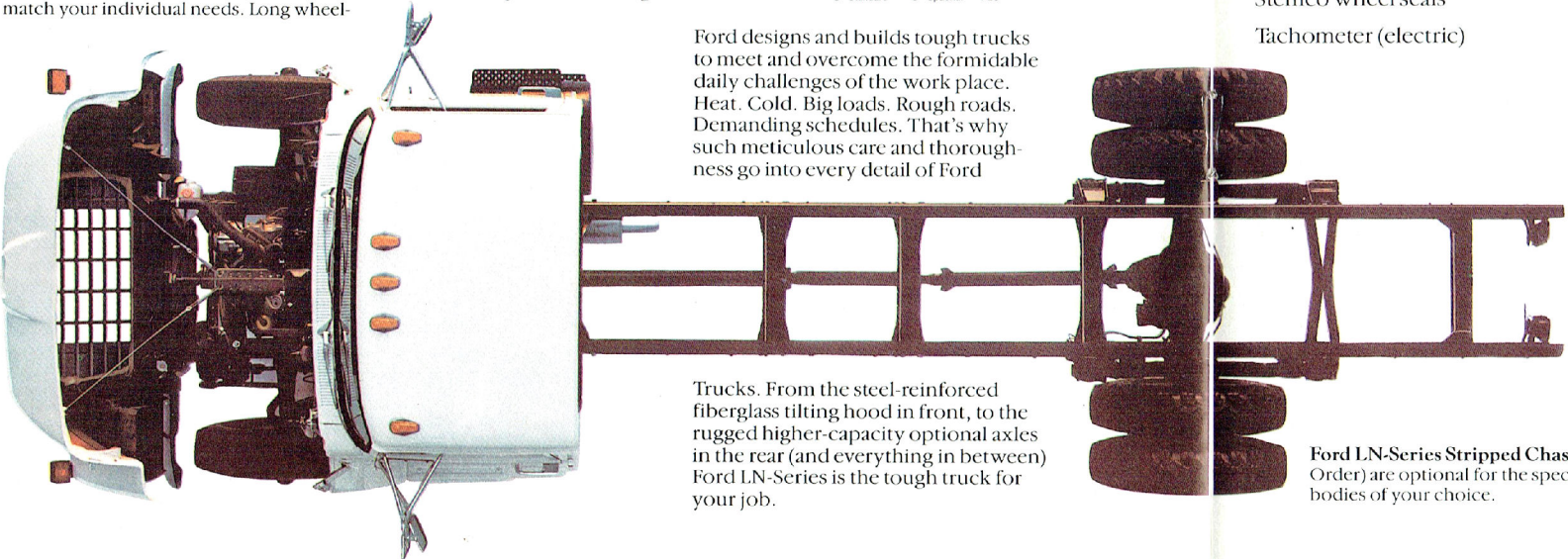
SPECIFICATIONS

SERIES		LN-600	LN-700	LN-7000 (diesel)
GVW RATING lb.	Max.	24,000	27,500	27,500
GCW RATING lb.	Max.	50,000	60,000	50,000
AXLE FRONT—RATING (lb.)	Std.	6,000	7,000	7,000
	Opt.	7,000	9,000	9,000
AXLE, REAR—RATING (lb.)	Std.	15,000	17,500	17,500
	Opt.	17,500	19,000	19,000
BRAKES, SERVICE SPLIT SYSTEM	Std.	Split-Hyd.	Split-Hyd.	Split-Hyd.
	Opt.	HD-Split Hyd.	HD-Split-Hyd., Air	HD-Split-Hyd., Air
ENGINES 4V gasoline engines available in LP-Gas version	Std.	6.1L (370) 2V V-8	6.1L (370) 4V V-8	Cat. 320B 175 hp.
	Opt.	6.1L (370) 4V V-8 8.2L N Diesel 145 hp.* 8.2L N Diesel 165 hp.	6.1L (370) 2V V-8 7.0L (429) 4V V-8 Diesel 145 hp.* or 165 hp. 8.2L T Diesel 205 hp.□	Cat. 320B 165 hp.† Cat. 320B 185 hp.† Cat. 320B 200 hp.†
CLUTCH (Dia. in.)	Std.	13 — 1 Plate (†)	13 — 1 Plate (†)	14 — 1 Plate**
TRANSMISSION		See transmission chart		
SPRINGS, FRONT—Capacity @ ground (lb.)	Std.	3,425	3,700	3,700
	Opt.	4,500	4,500	4,500
SPRINGS, REAR—Capacity @ ground (lb.) auxiliaries	Std.	7,500	8,750	8,750
	Opt.	8,750, 10,590, 11,670	10,590, 11,670	10,590, 11,670
POWER STEERING (2)	Std.	2,250	2,250	2,250
WHEELS	Std.	Standard	Standard	Standard
TIRES (Tube-type) nylon Maximum†	Std.	6- or 10-Hole Disc	6- or 10-Hole Disc	6- or 10-Hole Disc
	Opt.	8.25 x 20 10 PR	8.25 x 20 10 PR	8.25 x 20 10 PR
	Opt.	9.00 x 20 12 PR	10.00 x 20 12 PR	10.00 x 20 12 PR

NOTE: Use adequate tires for loads and type of service. \*\*14-in. 2-plate optional.  
†13-in. 2-plate with Clark 551, 557 and all Spicer transmissions. †Wide choice of tires includes radial and steel cord types.  
(†) 14" single plate dampened ceramic with 8.2L diesel. (2) Manual steering is available. \*NA in Calif. †PEO  
□ 200 hp in Calif.

Ford LN-Series Chassis-Cabs are available in a wide choice of wheelbases to match your individual needs. Long wheel-

bases range up to 250 inches for straight trucks capable of handling 24-foot bodies.

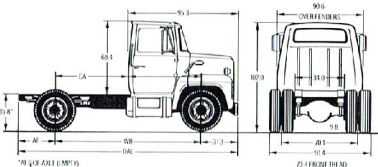


Ford designs and builds tough trucks to meet and overcome the formidable daily challenges of the work place. Heat. Cold. Big loads. Rough roads. Demanding schedules. That's why such meticulous care and thoroughness go into every detail of Ford

Trucks. From the steel-reinforced fiberglass tilting hood in front, to the rugged higher-capacity optional axles in the rear (and everything in between) Ford LN-Series is the tough truck for your job.

LN-Series Chassis  
Optional  
Equipment

LN-Series Cab  
Optional  
Equipment



DIMENSIONS

WB in.	CA in.	AF in.	OAL in.
124	60	39	194
136	72	39	206
148	84	39	218
166	102	60	258
184	120	73	288
202	138	93	326
220*	156	93	344
250†	186	119	400

Dimensions are for base models w/standard equipment.  
\*Special order 600 Series.  
†Special order 7000 Series.

TRANSMISSIONS

TYPE	SERIES	LN-600	LN-700	LN-7000
4-Spd. Direct	New Process 435	S	S	—
	Warner T-19D	0	—	—
5-Spd. Direct	Clark 262V	0	0	—
	Clark 265V	0	0	—
	Clark 262 VHD	0	0	—
	Clark 265 VHD	0	0	—
	Clark CL 551	—	0	0
	Clark CL 557	—	0	0
	Spicer 5552A	0	0	S
	Spicer 5852A	0	0	0
10-Spd. Direct	Spicer 6052A	—	—	0
	Spicer 6052C	—	—	0
4-Spd. Auto.	Fuller RT 6610	—	—	0
	Allison AT-545	0	0	0*
	Allison MT-643	—	0	0*

NOTE: Some transmissions are not available with various engine choices.  
See your Ford or Mercury Dealer for complete powertrain information.  
S—Standard 0—Optional \*PEO

Air cleaner — HD dry type with restriction indicator

Air-powered variable-speed windshield wipers (on air-equipped models)

Alternators — 60, 75, 90\*, or 105\* amp.

Automatic moisture ejectors (air brakes)

Coolant recovery system (gas engines)

Electric fuel pump (gas models: included with 7.0L [429] V-8 and/or Tractor Package)

Engine block heater

Ether cold starting aid (less canister) for diesels

Front tow hooks

Perry coolant filter (7000 Series)

Shock absorbers (front and rear)

Silicone hose package (7000 Series)

Steering wheel — 20" with power steering

Stemco wheel seals

Tachometer (electric)

All tinted glass (tinted windshield standard)

Bright grille and surround

Brush-type grille guard

Custom exterior trim

Custom interior trim

Dual horns (electric, or air on air-equipped models)

Exterior sun visor\*

Fender sight rods

Hand throttle, locking T-handle (std. with diesels)

Heater — high output (included with diesels)

Heavy-duty black vinyl seat trim (std. 7000)

Map pocket (LH door)

Pedestal-mounted cab lights

Radios:

Pushbutton AM radio

AM/FM Stereo\*

AM/FM Stereo with cassette deck\*

Roof vent

Stainless steel western with stainless steel convex auxiliary mirrors

Unison individual driver and passenger seats

Western lighted mirrors with stainless steel convex auxiliary mirrors

Western Re-Trac\* dual mirrors with stainless steel convex auxiliary mirrors

Tractor Package (except 600) with air and electric trailer connections

Ask your Ford or Mercury Dealer about additional optional equipment.

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.

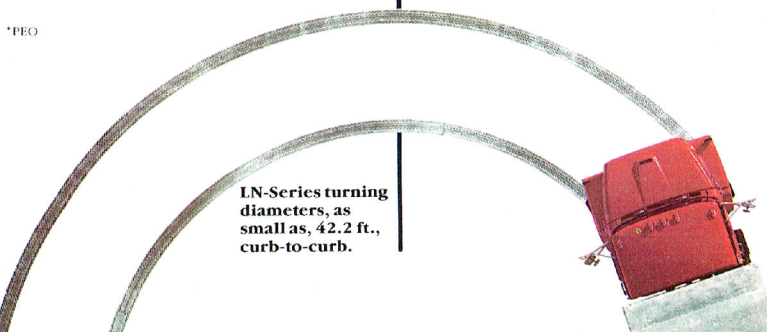
Your Ford or Mercury Dealer has information about the availability of many items of equipment which can be ordered for the vehicle. Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford of Canada. Bodies or trailers 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.

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

**Maneuvering magic.** Ford LN-Series short conventionals have wide-track front axles with large wheel-cut angles for tight turns in traffic and snaking through congested docks or alleys. Power steering, standard across the line, provides easy handling.

\*PEO

LN-Series turning diameters, as small as, 42.2 ft., curb-to-curb.







Get it together—Buckle up.

Litho in Canada

10/83

**FORD LN-SERIES**  
MEDIUM DUTY TRUCKS 