

AEROMAX™





INTRODUCING THE MOST FUEL-EFFICIENT CLASS-8 CONVENTIONAL FORD HAS EVER BUILT

Whether you're a fleet owner. Or an independent. There's no more competitive business than trucking. Mile after mile. Through the short haul and over the long.

Whether you own one hundred units. Or one. A line haul truck represents more than a dream. It's a real world expense. You have a right to demand a return for your dollar — through low operating costs, competitive performance and honest support from your dealer.

That's why at Ford Truck Operations we've made a commitment to the business end of trucking. Because in the final analysis that's what trucking today is all about. And how well you do in business might well depend on the truck you own.

That's why we designed Ford AeroMax to be the most fuel-efficient Class-8 conventional we've ever built. We couldn't afford to do anything else. Can you afford to operate anything less?

That's why we invite you to consider AeroMax. When you add it all up, it makes good business sense.

AeroMax — with an average 7.88 mpg in recent SAE Type II fuel economy tests.

AeroMax — in single and tandem axle configurations for line haul flexibility.

AeroMax — with set-back front axle for efficient weight distribution, outstanding maneuverability and ride.

AeroMax — powered by Cummins and Caterpillar engines up to 400 hp, all with modern aftercooling systems for improved combustion efficiency and reduced emissions.

AeroMax — with GCWR's up to 82,000 (tandem axle) pounds and frames up to 1,749,000 pound RBM rating.

AeroMax — featuring the 42-inch AeroBullet integrated-style sleeper with "flying V" shape, roof fairings and cab side extenders — plus over 7 feet of interior headroom space.

AeroMax — available in pre-spec'd Work-Ready models for quick delivery and Extended Service Coverage at no extra cost.

AeroMax — backed by a Ford Support System comprised of over 250 Heavy Truck Dealers nationwide.



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Some of the equipment shown or described in this catalog is available at extra cost or through retail organizations and establishments not connected with Ford Motor Company.

AEROMAX



AEROMAX—BECAUSE TRUCKING DOESN'T HAVE TO BE A DRAG

You've heard it before. It's something you'd rather forget. Or simply ignore. Because it's one of the most disturbing realities in the trucking business. As much as 50% of the power required to move your truck down the highway at legal speeds can be spent fighting the wind. That's remarkable. And that spent power is money wasted. That's much more than a drag. It's a drain on your bottom line.

We've designed Ford AeroMax to be the most fuel-efficient Class-8 conventional we've ever built. A major part of that story lies in what engineers refer to as air management (measured by coefficient of drag) — the ability to direct air around and over your truck for more efficient operation and increased fuel economy.

Complex Words For A Simple Idea Aerodynamics. Air management. Drag coefficients. Complex words for something very simple — fuel savings. That's really what AeroMax is all about. The aerodynamic features built into it are there for a primary purpose — to help lower your operating costs and keep you in business.

Visit a Ford Heavy Truck Dealership. Examine AeroMax. Better yet, drive one. Get the feel. Find out for yourself what trucking Ford style is all about. Why — according to the two most recent *Road King* magazine surveys (1985, 1986) — Ford Class 8's keep gaining in driver popularity. Again and again, more truckers are choosing Ford.



Dual aerodynamic mirrors (with integral convex mirrors) are designed for positive air flow management. Dual-facing turn signals contribute to safe operation.



Aero headlights with integral flush turn signal for improved aerodynamic air flow around the fenders.



Air-dam bumper directs air around to the sides of the truck for better aerodynamic efficiency.

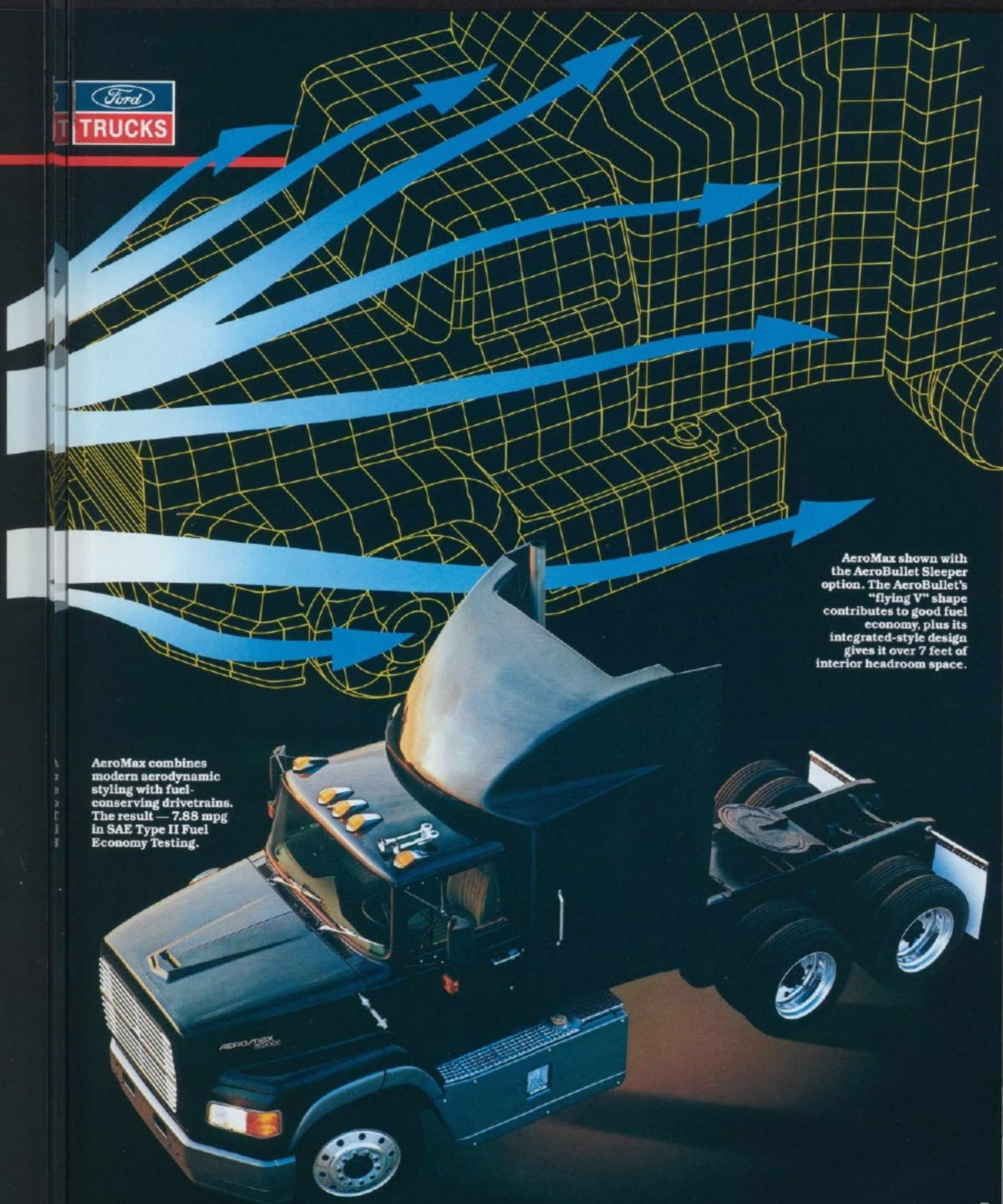


Forward-mounted dual integral fuel tanks contribute to efficient weight distribution.

Wheel-opening fairings help prevent air from spilling into and out of the wheel well area for reduced turbulence.

Standard Michelin 11R22.5(G) tubeless radial tires offer reduced rolling resistance for increased fuel economy and performance.

Fuel tank fairings and cab valance panel close the gap over the fuel tanks and between the cab for reduced drag.



AeroMax shown with the AeroBullet Sleeper option. The AeroBullet's "flying V" shape contributes to good fuel economy, plus its integrated-style design gives it over 7 feet of interior headroom space.

AeroMax combines modern aerodynamic styling with fuel-conserving drivetrains. The result — 7.88 mpg in SAE Type II Fuel Economy Testing.

AEROMAX—SECOND TO NONE IN SET-BACK FRONT AXLE DESIGN

Ford AeroMax may be a new truck. But it comes out of a proven tradition — like Ford's 18 years of set-back front axle experience. It's no surprise that AeroMax tops the competition in set-back front axle performance.

We introduced the set-back Louisville line in the early 1970's. The advantages that were important then are even more important now in today's acutely competitive and cost-conscious Class-8 marketplace.

More Effective Weight Distribution To The Front Axle

The key to effective weight distribution lies in how much of the fifth wheel load can be put on the front axle. The AeroMax front axle is set back 19 inches compared to a conventional Ford configuration.

This feature, coupled with an effective FABC (front-axle-to-back-of-cab) of 59 inches and a CA (cab-to-axle) of 84 inches, results in a wheelbase of only 143 inches — meaning that AeroMax transfers a greater percentage of its load to the front axle than any competitor, including the Volvo White WCA 42T. This favorable shift in load distribution will help you optimize payload per run and help meet Bridge Formula requirements.

Improved Maneuverability

AeroMax's (LTA) 53.30' tire-to-tire turning diameter (with power steering, 12,000 pound aluminum front axle and 84" CA) is over 6' less than a comparable LT-9000 and over 2' less than a comparable LNT-9000. Plus, its swept-back fenders and bumpers improve wall-to-wall clearance.

So if your application takes you into tight loading docks or congested city streets, consider AeroMax. Its short wheelbase and effective wheel-cut angle result in a tight turning radius and good maneuverability. AeroMax might be just what you're looking for to get you or your drivers out of a cab-over.

Ford AeroMax transfers a greater percentage of its load to the front axle than any competitor, including the Volvo White WCA 42T.



More Comfortable Ride

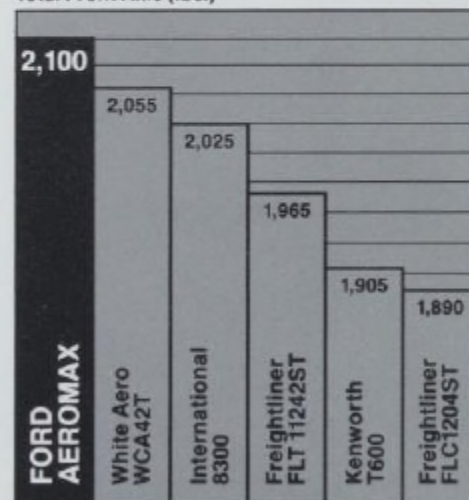
Set-back front axle trucks — by loading front springs to their designed operating range and by taking advantage of the set-back axle's favorable positioning relative to chassis and payload weights — provide outstanding riding comfort. That's a big plus over the long haul.

Set-Back Superiority

The following chart illustrates the superiority of AeroMax over the competition in the amount of weight transferred to the front axle — up to a 210 pound advantage over the Freightliner FLC 1204ST.

AeroMax Tops The Competition*

Total Front Axle (lbs.)

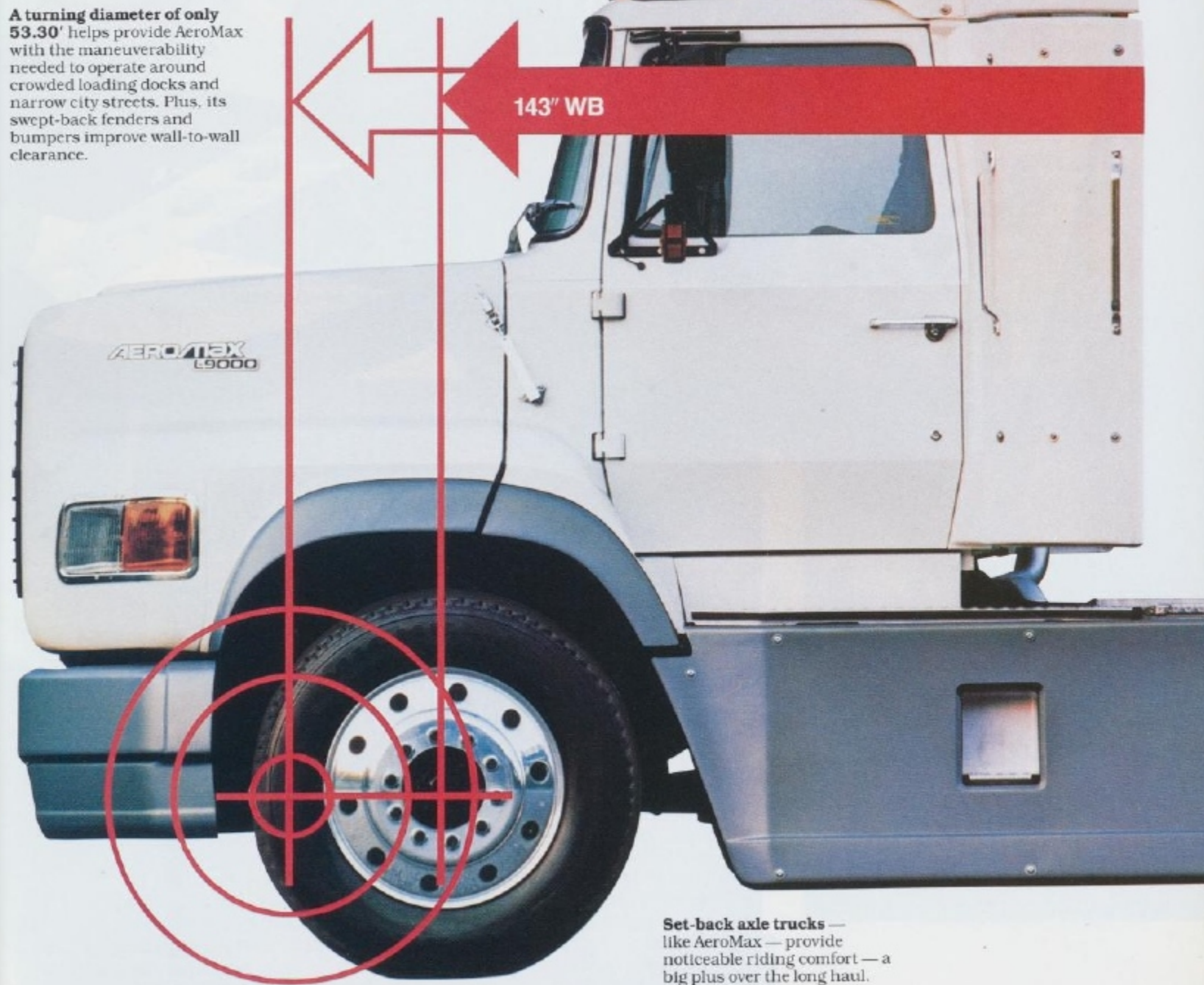


*Figures are based on a 20-inch fifth wheel setting, an 84-inch CA and 15,000 lb. fifth wheel load.



A turning diameter of only 53.30' helps provide AeroMax with the maneuverability needed to operate around crowded loading docks and narrow city streets. Plus, its swept-back fenders and bumpers improve wall-to-wall clearance.

AeroMax's 143" WB (with 84" CA) is the shortest among its competitors. The benefit to you — greater transfer of load to the front axle.



Set-back axle trucks — like AeroMax — provide noticeable riding comfort — a big plus over the long haul.

AEROMAX INTERIOR—A GREAT PLACE TO WORK



AeroMax gauges are calibrated to indicate "condition normal" when the pointers are in the 3 o'clock position. The benefit—a quick glance is all that's needed for a systems check.

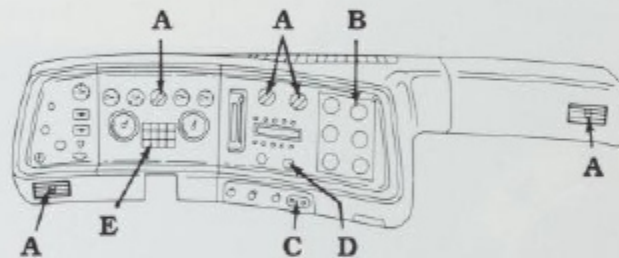
Custom Hi-Level Interior features National Cush-N-Aire driver seat and National Companion Lo-Back passenger seat. AeroMax instrument panels are designed to provide ample "belly" and knee clearance for behind-the-wheel comfort.

Standard Cab (Not Shown) Standard notable features include: • Assist handles, bright, dual inside • National Cush-N-Aire driver seat, charcoal breathable knitted vinyl • Arm rests, both doors • Dome light • Dual door-mounted grab bars—bright aluminum • Heater and defroster, fresh air • Sun visors, dual vinyl, charcoal • Headlining, charcoal headboard, painted • Foam-padded seat cushions • Safety belts • Cab-back insulation • Fleet panel w/removable air pac and hinged gauge and circuit breaker panels.

Custom Interior Trim (Not Shown) Custom Interior Trim notable features include (in addition to or in place of Standard features): • Headlining—chestnut vinyl covered hardboard • Sun visors—dual padded chestnut vinyl w/clip • Dual map pockets • Door trim panels, padded vinyl w/painted map pockets • Cab back panel insulation • Seat trim—chestnut vinyl w/Polyknit inserts.

Custom Hi-Level Interior Trim (Shown Below) Custom Hi-Level Interior Trim notable features include (in addition to or in place of Custom features): • National Companion Lo-Back passenger seat w/safety belt • Charcoal or chestnut seats • Floor covering—30 oz. carpet w/1/2" needled nylon plus 3/8" molded fiberglass backing—charcoal w/charcoal, medium tan w/chestnut • Engine panel—30 oz. carpet • Headlining—Polyknit vinyl w/foam backing • Dual map pockets—w/18 oz. carpet covers • Door trim panels—fully padded • 21" sport steering wheel • Lower cab back panel—18 oz. carpet • Radio prep package.

AeroBullet 42-Inch Sleeper (Shown Below) Notable features include: • Over 7' of headroom space • "Flexi-bed" option provides stand-up room plus entrance into the luggage area from the inside of the sleeper • Flush-mounted vents and doors • Solid steel base construction plus 3-inch fiberglass insulation and full undercoating.



Full Instrumentation Panel
A. 5 climate control registers
B. Gauge bank
 • Engine oil temp.
 • Trans. oil temp.
 • Forward and rear axle temp.
C. CB hot post
D. Cigar lighter
E. Warning light module

It's Called Human Engineering
 AeroMax interiors are designed for comfort and convenience. It's called human engineering, and it begins long before you take the wheel—at Ford's Design Center, where engineers employ computer technology to develop new concepts in cab design and operability.

The result—sit behind the wheel and see the difference a Ford makes.

The "Driver's Cab"

It's a basic human engineering concept. It means that the driver can conveniently reach everything needed to operate his truck, improving operating efficiency and reducing fatigue. For example, AeroMax instrument panels provide ample "belly" and knee clearance for behind-the-wheel comfort.



AEROMAX—POWERED BY CATERPILLAR AND CUMMINS TO 400 HP

Name your power requirements. Ford AeroMax is there to meet them with 16 engines from Caterpillar and Cummins — all with modern aftercooling systems for increased combustion efficiency and reduced emissions.

The Cummins L-10 (OA) Formula 270 is standard. Options include the L-10 (OA) Formula 240 and 300 HP; L-10 Power Torque 240, 270 and 300 HP; the Big Cam IV (OA) Formula 300, 315 and 350 HP; and the Big Cam IV (OA) NTC 315 and 350 HP.

Caterpillar options include the 3406B (ATAAC) 350 and 400 HP plus the Economy 3406B (ATAAC) Series in 310, 350, and 400 HP.

Caterpillar 3406B — Proven Heavy-Duty Power

Take advantage of Caterpillar's more than 20 years of premium diesel manufacturing experience. Choose proven heavy-duty power in the Cat 3406B diesel engine, featuring:

- Air-to-Air Aftercooling (ATAAC) — for increased combustion efficiency and reduced emissions.
- Full Range Governor — (not min-max) for reduced gear shifting.
- Direct Injection Scroll Fuel System — results in lower emissions plus improved fuel economy. Individual scroll-type fuel pumps for each cylinder require no balancing and maintain fuel efficiency without periodic adjustment.

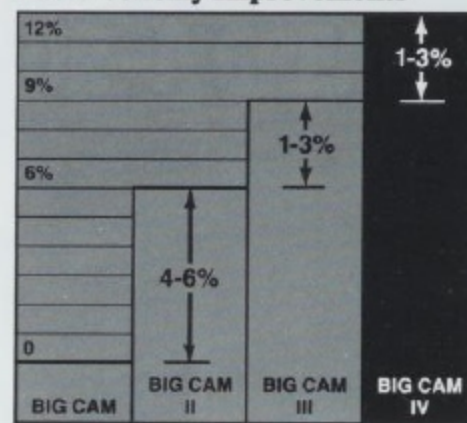
Aftercooling Systems From Caterpillar And Cummins

Modern aftercooling systems represent a major advance in the refinement of the air intake system of the diesel engine.

Simply put, aftercooling reduces the temperature of the air in the engine's combustion chamber. Because cool air contains more oxygen per cubic inch than warm air, it burns with greater thermal energy.

Aftercooling reduces turbocharged air to relatively low temperatures. The end result is improved fuel economy and engine response, plus reduced emissions.

Fuel Economy Improvements



Fuel Improvement Of 6 To 12% With Cummins Optimized Aftercooling

Optimized Aftercooling is only part of the Cummins performance story.

Since its introduction in 1976, the Big Cam Series has realized fuel improvements from 6 to 12%. As the accompanying bar graph illustrates, fuel economy increased 4 to 6% with Big Cam II...1 to 3% with Big Cam III...and now another 1 to 3% with Big Cam IV.

The Ford Power Team — It Pays To Belong

Fuel represents a major hunk of the cost of operating a rig. So even a minor improvement in fuel economy pays dividends. For example, at an average cost of \$1.00 per gallon of diesel fuel, every 1% miles-per-gallon improvement (from 6 mpg to 6.06 mpg) could save \$330 every 200,000 miles.

This kind of saving added to the aerodynamic efficiency built into it, makes AeroMax a logical choice in today's competitive Class-8 market.

WORK-READY TRUCKS—BACKED BY EXTENDED SERVICE COVERAGE



Name Your Job...Chances Are We've Already Built Your Truck

Work-Ready AeroMax trucks are pre-spec'd and ready for quick delivery. They're engineered to provide the powertrain, frame, axles and suspension that best match your needs. And, as an added benefit,

they carry Extended Service Coverage 36 months/300,000 miles full parts and labor (engines are warranted by the manufacturer). Approximately twenty models are available for quick delivery.

Work-Ready "Flex" Options

Once you've identified your job requirements, ordering a Work-Ready truck is as easy as circling a code number. There's a Work-Ready AeroMax for almost any job. And they're flexible enough to allow substitutions on items like paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Performance Package to suit your own individual requirements. Ask your Ford Dealer for details.

Selected AeroMax Work-Ready Specifications

1988 "WORK-READY" Code	WB / CA	GCW (000)	Engine	F / A (000)	R / A (000)	Trans.	Tires	Wheels
LA-9000-841	143 / 84	80.0	L-10(OA) F-300	12	23.0	RT-11609A	011Rx 24.5(14)	24.5x 8.25(D)
LA-9000-842	155 / 96	80.0	BC1V F-315	12	23.0	RTX-11609B	275Rx 22.5(14)	22.5x 8.25(D)
LTA-9000-842	143 / 84	82.0	BC1V F-315	12	40.0	RTX-11609B	275Rx 22.5(14)	22.5x 8.25(D)
LTA-9000-844	185 / 79	82.0	E-3406B 350	12	40.0	RTX-11609B	275Rx 22.5(14)	22.5x 8.25(D)
LTA-9000-845	203 / 100	82.0	E-3406B 400	12	40.0	RTX-11609B	275Rx 24.5(14)	24.5x 8.25(D)

AeroMax Work-Ready Trucks Are Pre-spec'd For Fuel Economy

No matter what the application, every Ford Work-Ready truck is pre-spec'd to perform. In addition, each Work-Ready AeroMax model is especially built for fuel economy. Each is engineered with the right engine, drivetrain and wheelbase to provide the added mpg performance the fuel-conscious operator expects.

Work-Ready AeroMax Corrosion Protection — Backed By 72-Month/Unlimited Mileage Warranty

At Ford, customer satisfaction is a top priority. That's why we've just invested 24 million dollars to upgrade our corrosion protection facilities to a state-of-the-art level.

Each AeroMax cab is fully immersed in a new priming material called "Uniprime™" — thicker, smoother and better at reaching nooks and crannies than the E-coat material previously used. A high voltage charge then bonds the primer to the metal. In addition, sealers and special coatings are applied to critical areas for optimized corrosion protection. And finally, a new sealer bake oven and "paint prep" sanding process help guarantee a superior finish on the AeroMax cab.

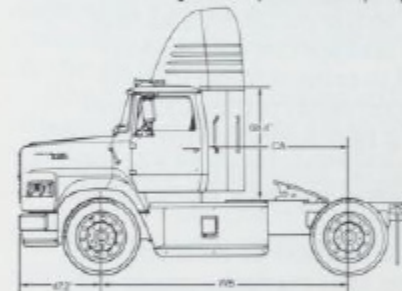
Just how good do we think the AeroMax anti-corrosion story is? Good enough to back with a solid anti-corrosion warranty that covers 100% parts and labor for 72 months/unlimited mileage on Work-Ready trucks (60 months/unlimited mileage on non-Work-Ready trucks).



AEROMAX SPECIFICATIONS

SERIES		SINGLE AXLE		TANDEM AXLE	
		LA-9000		LTA-9000	
GVWR (lbs.)	Std.	33,000	46,000		
GCWR (lbs.)	Max.	80,000	82,000		
AXLE, FRONT	Std.	12,000	12,000		
	Max. Rating (lbs.)	Max. Opt.	12,000	16,000	
AXLE, REAR	Std.	23,000	40,000		
	Max. Rating (lbs.)	Max. Opt.	23,000	46,000	
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air		
	Opt.	—	Power-Disc		
BRAKES, PARKING	Std.	Spring-Set Type	Spring-Set Type		
	Opt.	—	—		
ENGINE	Std.	Cummins L-10 (OA) Formula 270 hp.	Cummins L-10 (OA) Formula 270 hp.		
	Opt.	Cummins L-10 (OA) Formula 240/300 hp. Power Torque 240/270/300 hp. Cummins "Big Cam IV" (OA) Formula 300/315/350 hp. NTC 315/350 hp. Caterpillar 3406B (ATAAC) 350/400 hp. Caterpillar Economy 3406B (ATAAC) 310/350 hp.	Cummins L-10 (OA) Formula 240/300 hp. Power Torque 240/270/300 hp. Cummins "Big Cam IV" (OA) Formula 300/315/350 hp. NTC 315/350 hp. Caterpillar 3406B (ATAAC) 350/400 hp. Caterpillar Economy 3406B (ATAAC) 310/350/400 hp.		
CLUTCH	Std.	14" 2-plate	14" 2-plate		
TRANSMISSION	Std.	9-Speed Direct	9-Speed Direct		
	Opt.	7-, 9-, 10-Speed Direct 13-Speed Overdrive 5-Speed Automatic	7-, 9-, 10-, 15-Speed Direct 8-, 9-, 10-, 13-Speed Overdrive 5-Speed Automatic		
FRAME*	Std.	131"-143" WB-1,183,600 RBM 155"-203" WB-1,463,000 RBM	1,463,000 RBM		
	Max. Opt.	1,749,000 RBM	1,749,000 RBM		
SUSPENSION, FRONT†	Std.	12,000 (lbs.)	12,000 (lbs.)		
	Max. Opt.	13,200 (lbs.)	16,000 (lbs.)		
SUSPENSION, REAR†	Std.	21,000 (lbs.)	34,000 (lbs.)		
	Max. Opt.	23,000 (lbs.)	46,000 (lbs.)		
AUXILIARY SPRINGS	Std.	Single leaf	—		
POWER STEERING	Std.	Standard	Standard		
WHEELS	Std.	10-Hole Steel Disc	10-Hole Steel Disc		
	Opt.	10-Hole Aluminum; Cast Spoke	10-Hole Aluminum; Cast Spoke		
TIRES	Std.	11R 22.5G (14)	11R 22.5G (14)		
	Opt.	Tube/Tubeless Bias Ply/Radial	Tube/Tubeless Bias Ply/Radial		

*RBM = Yield Strength x SM. †Combined capacity at ground.

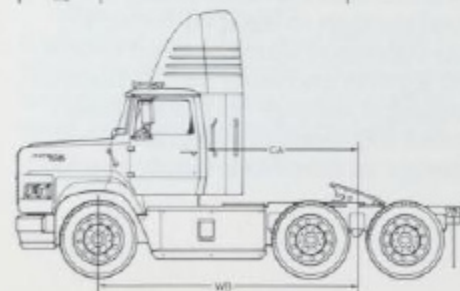


DIMENSIONS

LA/LTA-9000 106.3" BBC

	WB	131"	143"	155"	167"	185"	203"
CA	72	84	96	108	126	144	

*LA-9000 only.



NOTABLE OPTIONS

- AeroBullet Sleeper — 42-inch
- Aerodynamic Equipment Packages (see your Ford Dealer for details)
- Aluminum front bumper
- Aluminum front/rear wheel hubs
- Aluminum wheels (polished)
- Centrifuse brake drums
- Ether cold starting aid
- Self-adjusting clutch
- Silicone hose package
- Wet-type wheel seals
- Wide choice of tandem suspensions:
 - Hendrickson steel spring walking beam
 - steel beam
 - aluminum beam
 - extended leaf
 - capacities to 65,000 lbs.*
 - Neway ARD Air
- Air conditioning (includes tinted glass all around)
- Air-powered windshield wipers
- Bright grille surround molding
- Linehaul Full Instrumentation panel
- Sun visor, exterior*

*Special Order Option.

Custom Exterior Trim

Includes (in addition to or in place of Standard Trim) Bright Finish:

- Windshield molding
- Grille surround molding
- Pedestal cab rooflights (five).

Custom Hi-Level Exterior Trim

Includes (in addition to or in place of Custom Exterior Trim) Bright Finish:

- Rectangular Dietz cab roof lights (five)
- Hadley air horns — dual base
- Anodized aluminum front bumper — w/air dam
- Western mirrors w/bright auxiliary convex mirrors
- Vent window frame and divider bar.

AIR SUPREMACY — WHAT YOU GAIN WITH THE FORD AEROFORCE

SAE Type II Test

Vehicle	Engine	Transmission	Rear Axle	Tires	GCWR/ Cruising Speed	MPG
AeroMax w/Aerodynamic Package	Cummins L-10 (OA) Formula 300 hp @ 1900 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell SQ-100 w/3.55 Ratio	Michelin 275R24.5 (14)	63,000 lbs./ 55 mph	7.88
Ford LNT-9000 without Aerodynamic Package	Cummins Big Cam III Formula 300 hp @ 1800 rpm	Fuller RTF-11609 9-Speed Direct	Rockwell SQ-100 w/3.73 Ratio	Goodyear 265/ 75R24.5 (14)	63,000 lbs./ 55 mph	6.38

3,500-Mile "All American Challenge"

Vehicle	Engine	Transmission	Rear Axle	Tires	GCWR/ Cruising Speed	MPG
CL-9000 w/Aerodynamic Package	Cummins L-10 (OA) Formula 300 hp @ 1900 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell RS-23160 w/3.42 Ratio	Michelin 275R24.5 (14)	63,000 lbs./ 55 mph	8.27
LTL-9000 w/60" Aero Bullet Sleeper	Cummins NTC (OA) 444 hp @ 2100 rpm	Fuller RTO-14613 13-Speed Overdrive	Rockwell SQ-100 w/3.9 Ratio	Michelin 275R24.5 (14)	80,000 lbs./ 55 mph	6.58

1,765-Mile Fleet Run

Vehicle	Engine	Transmission	Rear Axle	Tires	GCWR/ Cruising Speed	MPG
1987 LTL-9000 w/42-inch AeroBullet Sleeper	Caterpillar 3406B (ATAAC) 310 hp @ 1800 rpm	Fuller RTX 11609B 9-Speed Overdrive	Rockwell SQ-100 w/3.9 Ratio	Michelin 275R24.5 (14)	63,980 lbs./ 55 mph	7.35
1985 LTL-9000 w/cab-roof mounted Aero device	Caterpillar 3406B (JWAC) 310 hp @ 1800 rpm	Fuller RT 11609A 9-Speed Direct	Rockwell SQ-100P w/3.73 Ratio	Goodyear 11R22.5 (14)	64,250 lbs./ 55 mph	6.29

The Ford AeroForce. It's the name we've given to our fleet of fuel-efficient linehaulers — Ford AeroMax, the LTL-9000 and CL-9000. All equipped with Aerodynamic Packages, economy engines from Caterpillar and Cummins, radial tires and fuel-conserving drivetrains. The chart at the left tells you just how good we are.

AeroMax Averages 7.88 MPG In SAE Type II Tests

In 1987 SAE Fuel Economy Tests, conducted by an independent agency (Transportation Research Center), AeroMax averaged 7.88 mpg — nearly 25% better than a typically spec'd 1984 Ford LNT-9000 without the benefit of aerodynamic devices and a modern economy engine.

The Ford LTL-9000 And CL-9000 Complete The "All American Challenge" — At 6.58 And 8.27 MPG

We put the LTL and CL to the test in the Summer of '87 in a 3,500-mile road run from Anaheim to Philadelphia — through Donner Pass and over the Rockies. Powered by Cummins, through a variety of real-life conditions, the CL-9000 averaged 8.27 mpg and the LTL-9000 6.58 mpg.

LTL-9000 Averages 7.35 MPG In 1,765-Mile Fleet Run

From July 21 - July 23, 1987, powered by a Caterpillar 3406B (ATAAC) economy diesel, a Ford LTL-9000 averaged 7.35 mpg against a comparably spec'd 1985 LTL-9000 at 6.29 mpg in a 1,765-mile fleet run from Ohio to Texas with fleet drivers operating under fleet schedules — a 17% improvement.

Save Over \$3,000 Every 100,000 Miles

If you're presently averaging in the 6 mpg neighborhood, you're operating at yesterday's efficiency. Get up to date. Join the Ford AeroForce. At \$1 a gallon for diesel fuel, an AeroForce unit like AeroMax could save you more than \$3,000 in fuel costs for every 100,000 operating miles.



FORD PARTS AND SERVICE DIVISION



Options Availability

Some options displayed or described here and elsewhere in this catalog are available at extra cost and may be offered in combination with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

Product Changes

Ford Truck Operations reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some 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 their respective sales organizations, and Ford assumes no responsibility for their use.

Federal Regulations

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 Health Administration (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.

"Ask Your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.



Toll-Free Sales & Service Hotline

For information concerning AeroMax sales, parts and service facilities, call toll-free 1-800-FORD 1ST (367-3178).* Operators are ready to take your call from 8 A.M. to 8 P.M. (EST). With Ford, you're never far from home.

*In Alaska call 1-800-433-6292.

Setting
New Standards
Of Value



FORD AEROMAX

TRUCK OPERATIONS

