



F-SERIES





A Word About this Catalog: Some equipment shown or described in the catalog is available at extra cost.

Ford F-Series An Investment In Value



Low Cost Of Ownership

From the fuel efficient Ford Diesel engines, to the ease of service built into its hood design, economy of operation is a prime consideration that has gone into the F-Series. Swept-back bumper, up to 40° wheel-cut angle, and standard power steering all support good maneuverability and handling ease for fast trip times.

Gasoline, LP-Gas Or Diesel Power

Gasoline. LP-Gas* Diesel. The Ford F-Series carries them all. There's an engine for every medium trucking need. Choose from the Ford Lima Gasoline Series, from the DDA 8.2L Diesel Series, from the Cat 3208 Diesel Series...to the new Ford Diesel.

Designed for premium performance without the price, the Ford Diesel is available in 5 models (49 States)—up to 240 horsepower† It features a Garrett turbocharger for enhanced power, a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds and an advanced air management and combustion system for fuel economy.

*Special Order Option
†SAE J1349

Ford F-Series Versatility

The Ford F-Series is right for any business you're in, on-road or off: construction, pickup and delivery, utilities, agriculture, beverage, refuse, fuel hauling, septic tank, landscaping, tractor trailer.

Ford makes it easy to get the truck that's right for you with our Work-Ready Program. 122 models are available for quick delivery.

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Skill-Pride-Quality The Kentucky Truck Plant

The Ford Tradition

Built tough. With skill, pride and quality. That's the Ford tradition. Our Kentucky Truck Plant (KTP), covering more than 68 acres under roof on a 415-acre site, is one of the largest, and most modern manufacturing facilities in the world. Each year it attracts visitors from all over the world to see Ford's advanced technology and latest production techniques at work.

KTP Assembly Line No. 1

Here's where medium truck quality begins. Assembly Line No. 1 is devoted to the production of Ford's medium duty trucks. It's the home of the F-Series.

This is where traditional quality and modern technology come together across 10 miles of conveyors. Parts from approximately 1,400 suppliers totalling some 24,000 different items come in under computer control, are automatically stored and then arrive on line at the moment they're needed.

Ripping Them Apart To Be Sure

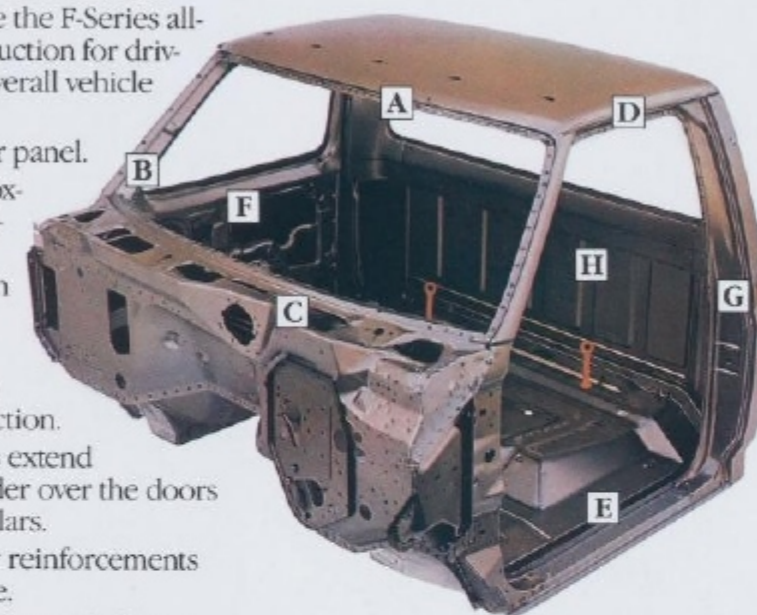
You expect a lot for the dollars you spend on your truck. We expect a lot from what we build. That's why randomly selected F-Series cabs are ripped apart at KTP and examined to make sure welds meet engineering specifications. Every seam is ripped apart with an air hammer and every spot weld—up to 1,700 of them—is inspected. To pass, welds must be of specified size and strong enough to tear a hole in the surrounding metal.

Built Ford Tough—More Than A Slogan.

It's a tradition that translates into tangible values like the F-Series all-welded cab construction for driving comfort and overall vehicle performance.

- (A) Full roof inner panel.
- (B) One-piece, box-type hinge pillars extend from floor pan to roof.
- (C) Front cab header is one-piece construction.
- (D) Roof side rails extend from the header over the doors to the lock pillars.
- (E) Box-type floor reinforcements for a solid base.
- (F) Cab doors are formed of two sheetmetal panels with over-lap seams spot-welded.
- (G) Lock pillar is of two-piece welded design for added support.
- (H) Insulation and sound deadening materials help shut out noise and vibration.

All-Welded Cab Construction



Rust And Corrosion Protection

At KTP we protect your truck even before it takes to the road. Each cab is fully immersed in primer and a high voltage charge bonds the primer to the metal, even into remote areas. Zinc coated or galvanized steel is used for selected body and underbody components. Sealers, aluminized waxes and special metal coatings are applied to critical areas for optimized corrosion protection.



Ford Diesel Power

20 Years and 2,000,000 Diesel Engines Ago

That's how long Ford has been in the heavy-duty diesel engine business.

We've been a pioneer in the development of diesel power since we introduced our first diesel engine in 1965. Our agricultural and industrial diesels have been used in 100 countries since then.

The new Ford Diesel is a direct product of that proud service history.

Proven in Ford CARGO

The Ford Diesel was first introduced in the Ford CARGO in the 165 HP version. This year we've expanded the lineup, ranging from 160 to 240 HP, all turbocharged, with no application restrictions. If you have the job, we have the engine.

Proven In Fleet Tests

Ford Diesel comes out of a proven design. And it's been fleet tested through 4,000,000 miles of tough customer use including pick-up and delivery, construction, inter- and intra-city use.

The result—experienced fleet owners agree. The Ford Diesel offers the kind of outstanding performance and fuel economy levels that may well become an industry standard.

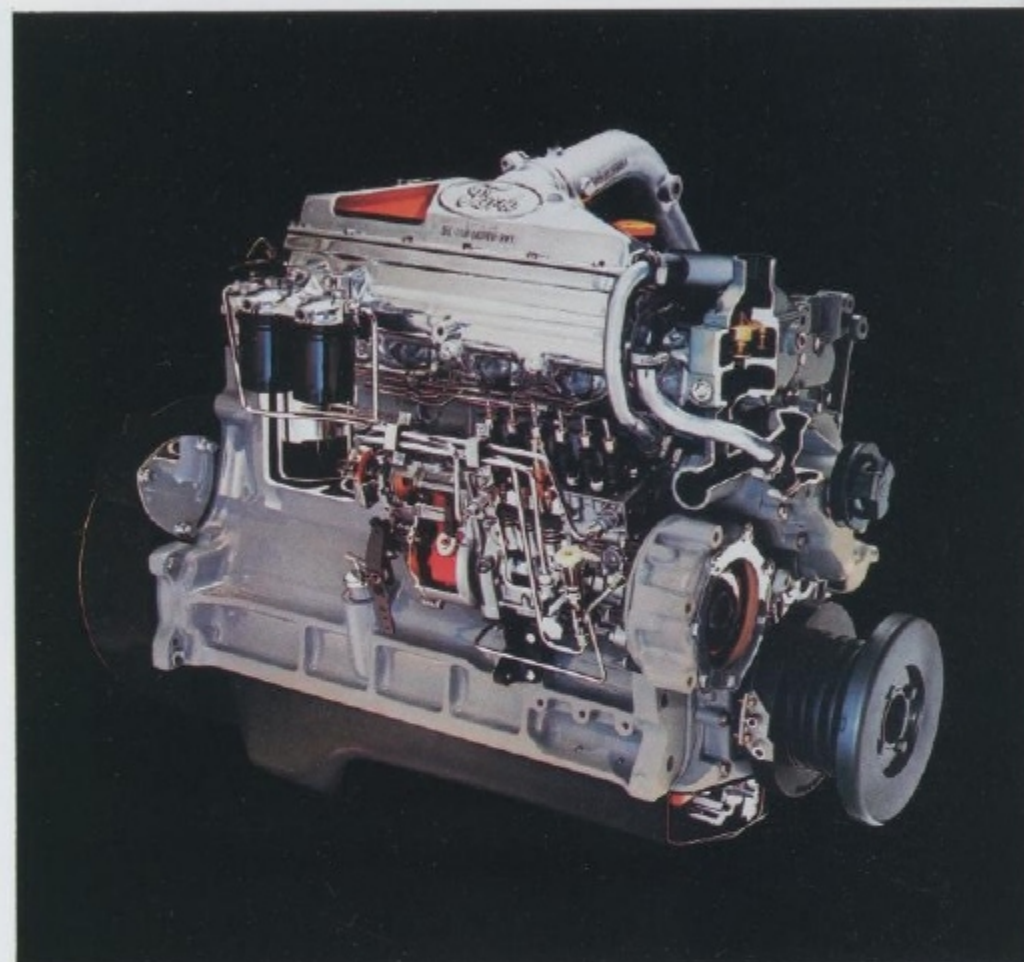
Don't Take Our Word For It—Call Toll-Free 1-800-FORD 1ST (367-3178)*

We think you'll agree. The Ford Diesel has been built to the same high standards of quality and toughness that have helped make Ford America's best selling medium truck line.

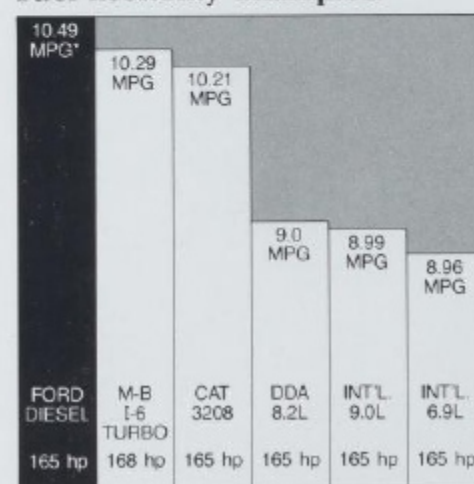
But don't take our word for it. We've got the testimonials of "Big Users" and the engine spec sheets to back our claims.

Call Toll-Free 1-800-FORD 1ST (367-3178) and we'll send them to you with no obligations.

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



Ford Diesel—Fuel Economy Champion



FORD CARGO L-1117 M-B 7 D042 GMC 7 D042 INTL S-1754 INTL S-1654
*MPG figures represent the average long/short haul test.

Proven In Fuel Economy Tests

The results are in. SAE Type II fuel economy tests (conducted by the Transportation Research Center of Ohio, April, 1986) show the Ford Diesel tops in the field. Ford Cargo—powered by the 165 hp Ford Diesel—outperformed comparable GMC, International and Mercedes-Benz trucks—powered by Caterpillar, Mercedes, DDA, and International engines—in head-to-head fuel economy competition. By up to 17%.

Fleet tested and now fuel tested, Ford Diesel is setting new standards of performance and economy. Choose the model that's best for you.

Premium Diesel Performance Without The Price

(A) **Stress-Relieved Cast Iron Cylinder Block** is built for toughness, excellent heat transfer and cooling. The deep skirt design extends well beneath the crankshaft to maximize rigidity and strength. And its parent-bore construction (a solid iron block, with no sleeves or liners) makes it tough and rebuildable—up to four times to .040 inches.

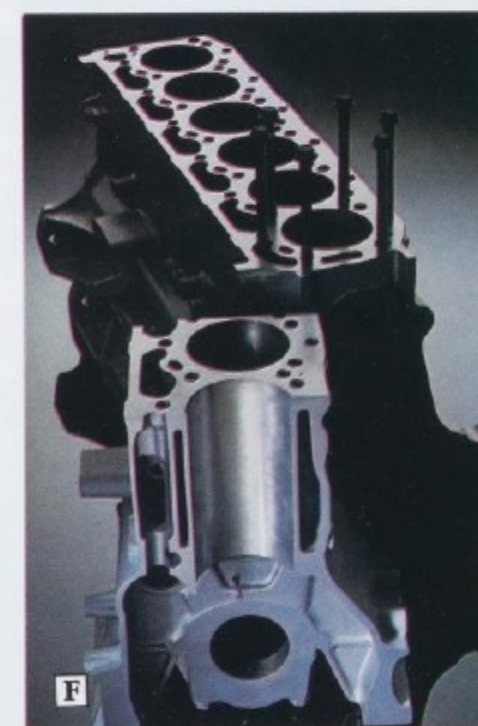
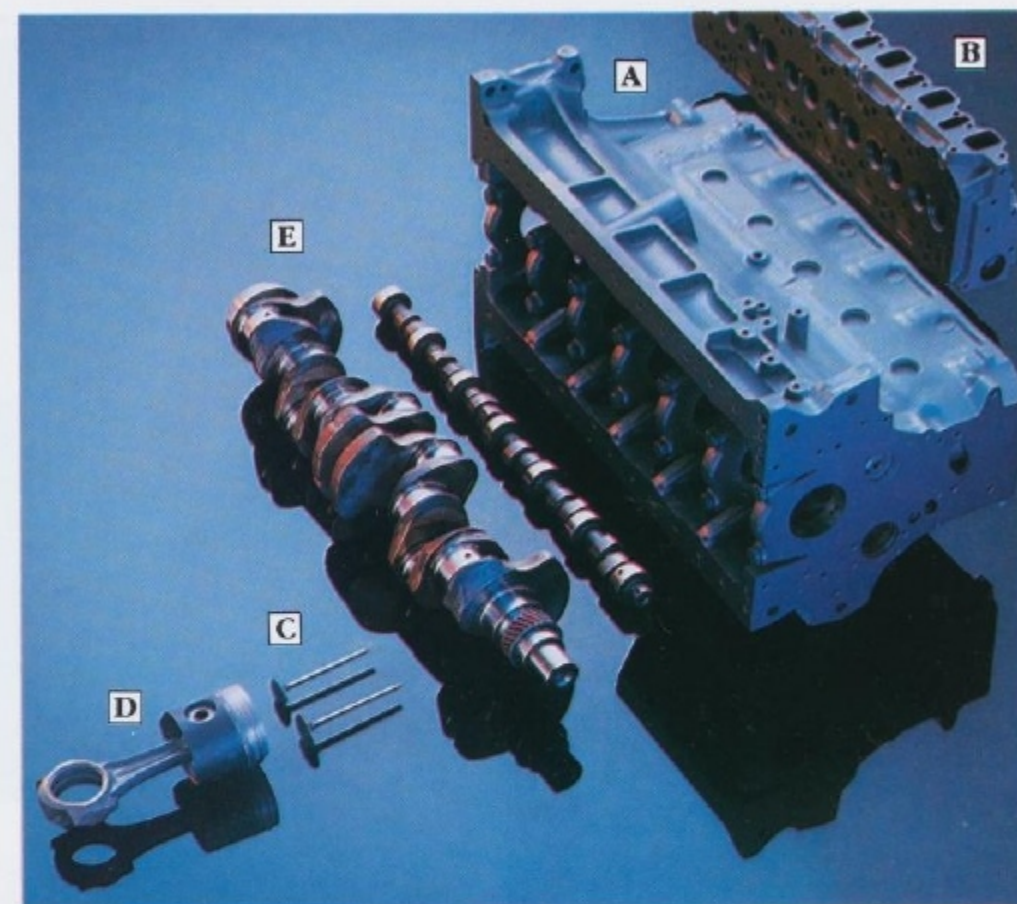
(B) **Stress-Relieved Cast Iron Cylinder Head** features 6 large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.

(C) **Stellite-Faced, Chrome-Stem Exhaust Valves** offer protection against wear, burning and warping. Used for years in high-performance engines and reciprocating aircraft engines for its resistance to wear at high temperatures, Stellite is an alloy composed largely of chromium and cobalt.

(D) **Autothermic Piston Design** results in controlled expansion and tight fit within the cylinder for reduced piston "slap" and wear. Two chrome-plated oil-control rings provide excellent oil-retention. The "tight" cast-iron top ring combines excellent wear characteristics with increased combustion pressure and performance.

Forged High-Strength Steel Alloy Connecting Rods are built for toughness under severe operating conditions. Oversize bearings offer long bearing life and rigid piston support within the cylinders, minimizing deflection and wear.

(E) **Forged Alloy Steel Crankshaft** is designed for strength. Its 7 main bearings provide an exceptionally large area—26.7 square inches—for enhanced support and bearing life. The induction-hardened journals can be reground up to five times. Dynamic balance decreases vibration and extends bearing life.



(F) **Parent Bore Advantages**
The Ford Diesel's parent bore design offers distinct advantages over wet-sleeve engines:

- **Strength**—The solid iron, parent bore block actually forms a double cylinder wall compared to the single wall of a wet-liner engine. The result—increased rigidity and wear resistance.
- **Elimination Of Leak Points**—The parent bore engine eliminates the o-rings used at the top and bottom of an inserted wet-sleeve design. Over time, o-rings deteriorate, allowing engine coolant and oil to leak into the cylinders.

Ford Diesel takes advantage of modern metallurgical and casting technology to help lower your operating costs while improving engine performance.

Ford Diesel Performance

It's Called Turbodynamics

The Ford Diesel incorporates what Ford engineers call "turbodynamics," the refinement of existing combustion technology into optimized diesel performance and economy. The result—a powerful mid-range diesel with turbo-charged response and excellent all-around performance.

Its basic in-line configuration allows ready access to componentry for simplified service and reduced down time. Your service people will spend their time performing necessary maintenance, not unnecessary motion.

The Ford Diesel features a direct injection, advanced air management and combustion system design for good fuel economy, a Garrett turbo-charger for boosted power, and a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds.

It's Rebuildable...Again...And Again...And Again

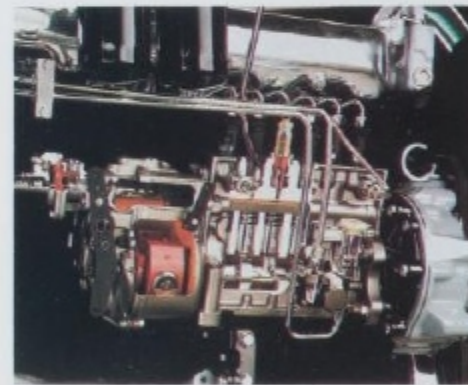
Oil filters may be expendable. But your engine isn't. That's why the Ford Diesel was designed for rebuildability. Again. And again. And again. That can add up to big savings during high-mileage operations and at trade-in time.

- Parent-bore cylinder can be bored at four intervals up to 0.040-inch oversize. Optional sleeving is available.
- Crankshaft journals can be ground at five intervals up to 0.040-inch undersize.
- Heads can be milled up to 0.020-inch. Valve seat inserts up to 0.030-inch oversize are available.
- Camshaft bearings are replaceable.
- Crankshaft seals, front and rear, are designed for convenient replacement.



Garrett Turbocharger

The Garrett turbocharger has been designed and developed as an integral part of the Ford Diesel engine. The exact matching of the turbo with a highly efficient combustion system provides excellent power and torque performance, even at high altitudes.



Bosch Direct-Injection Fuel Pump

The Bosch high pressure direct-injection fuel pump has been specifically tailored to provide precise fuel delivery at all engine speeds, resulting in consistent power, good fuel economy and proven performance. The P-Series pump (A-Series on 160 HP) is normally associated only with line-haul diesels and, therefore, can be expected to provide heavy-duty service.



Combustion System

Large section inlet and exhaust manifolds, helical-type inlet ports and advanced piston bowl shaping create a highly turbulent air-fuel mixture resulting in very efficient combustion, good fuel economy and exhaust emissions control.

High Torque Rise Pulling Power

With torque rise up to 25% (see specification chart, opposite page), the Ford Diesel is a premium performance engine featuring remarkable pulling power at low engine speeds. This means easier hill climbing with fewer gear changes. The result—less driving strain and reduced engine wear.

Note: Chromed and painted engine parts are for display only.

Backed By Premium Warranty Protection

F-Series Engines Limited Warranty Protection

Engine	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Ford Gas	24	Unlimited	50%*	50%*
Ford Diesel: 160 HP†	24	Unlimited	50%*	50%*
All Other	24	Unlimited	No Charge	No Charge
DDA 8.2L/Cat 3208†	Not Covered By Ford			

*No charge first 12 months.

Ford Performance Pledge

- 36 months/150,000 miles Extended Service Coverage on the engine (except 160 hp).
- 48-Hour Parts Delivery Guarantee. Ask your Ford Dealer for details.
- Backed by 600 certified service Dealers nationwide.
- Toll-Free Hotline 1-800-FORD 1ST (367-3178)*

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

Ford Diesel Engine Specifications

Item	160 HP 49 States	170 HP 49 States	170 HP California	185 HP 49 States	210 HP 49 States	225 HP California	240 HP 49 States
Configuration of Cylinders	Inline 6	Inline 6	Inline 6	Inline 6	Inline 6	Inline 6	Inline 6
Bore & Stroke (inches)	4.40 x 4.40	4.40 x 4.40	4.40 x 4.40	4.40 x 5.20	4.40 x 5.20	4.40 x 5.20	4.40 x 5.20
Rated HP @ RPM (SAE J-1349)	160 @ 2600	170 @ 2600	170 @ 2600	185 @ 2600	210 @ 2600	225 @ 2400	240 @ 2600
Peak Torque @ RPM (lb./ft.)	378 @ 1700	402 @ 1600	402 @ 1800	467 @ 1600	509 @ 1600	593 @ 1500	606 @ 1600
Gross Torque Rise (%)	17	17	17	25	20	20	25
Aspiration	Turbo	Turbo	Turbo	Turbo	Turbo/JWAC	Turbo/A-A	Turbo/A-A
Compression Ratio	16.7:1	16.7:1	16.7:1	16.7:1	16.7:1	16.7:1	16.7:1

JWAC = Jacket Water Aftercooling A-A = Air-to-Air Aftercooling



Work-Ready Trucks

Name Your Job...Chances Are We've Already Built Your Truck
You're ready to work. Why buy a truck that isn't? Waiting for your truck to show up costs you time and money. Work-Ready 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.

122 Models To Choose From
Name your job: dump, refuse, beverage, van/platform or tractor. Chances are we've already built your truck. There are 122 models to choose from.* Wheelbase and Cab-Axle dimensions extend to a long 238"/168". Engines are available to 240 Ford Diesel horsepower.



Ford F-Series Work-Ready Performance Packages

When It's Time To Work—Be "Work-Ready!"

Work-Ready Trucks Make Ordering Easy

Ford makes it easy for you to get the right truck for your job through our Work-Ready Program. Tailored specifically to Dump (Construction), Van/Platform, Refuse, Beverage and Tractor applications, Work-Ready trucks are pre-spec'd for ordering ease. And they're available for quick delivery.

Ask a Ford salesperson to help you clearly identify your job requirements. Then select the Work-Ready Performance Package that matches your needs. Ordering is as easy as circling a code number.

Work-Ready "Flex" Options

Work-Ready "Flex" Options on items like paint color, seats, fuel tanks, hood configurations, wheels and tires may be substituted on certain Packages (refer to the last page of this insert).

Extended Service Coverage—A \$950 Value

Every Ford Work-Ready truck carries Extended Service Coverage (ESC)—full parts and labor for up to 24 months/unlimited mileage (except engine). Purchased separately, that could cost up to \$950*—depending on truck model.

Extended Service Coverage is transferable to any number of owners—within the limits of coverage. It "goes with the truck," making your unit potentially more valuable at trade-in.

*Manufacturer's suggested retail price.

ESC Coverage vs. Basic Warranty

Truck Series/ Engine Type	Full Parts And Labor For:			BASIC WARRANTY
	Base Vehicle	Engine	Powertrain*	
600-800 Gasoline	24 Months or 50,000 Miles	24 Months or 50,000 Miles	24 Months or 50,000 Miles	12 Months/Unlimited Miles
F-600 Ford Diesel	24 Months or 50,000 Miles	24 Months or 50,000 Miles**	24 Months or 50,000 Miles**	12 Months/Unlimited Miles
700-8000 Ford Diesel	24 Months/Unlimited Miles	36 Months or 150,000 Miles***	36 Months or 150,000 Miles	12 Months/Unlimited Miles
7000-8000 3208 Diesel	24 Months/Unlimited Miles	Not Covered By Ford	24 Months/Unlimited Miles	12 Months/Unlimited Miles

*Powertrain components for ESC Coverage purposes include the clutch, manual transmission, driveshaft and rear axle.
**An optional 36 Months/150,000 Miles ESC is available on the Ford Diesel Engine and Premium Supplier Team Powertrain components at extra cost.
***700-900 Series non-Work-Ready trucks with the Ford Diesel Engine also include a no-charge 36 Months/150,000 Miles, engine-only ESC.

Buy Work-Ready... Or Spec It Your Way

Work-Ready may be the easy way to order a truck. But it's not the only way. Ford still builds trucks in the traditional manner—customized to your own set of unique specifications. Work-Ready or Custom Built, either way is Ford tough!

Work-Ready Specification Sheets

Here is a sample Work-Ready Specification sheet with bullet-points highlighting key areas. The following pages contain selected Packages plus a complete listing of the available Packages within the F-Series.

- Work-Ready Model Designation Code.
- Line drawing of cab and body with WB/CA dimensions.
- Front and rear GAWR's. Total GVWR or GCWR is also indicated.
- Chassis-Cab Specifications.

F-600-701

FOR 4/5 YARD DUMP (8 FOOT BODY)

PERFORMANCE DATA		CHASSIS-CAB SPECIFICATIONS	
Front GAWR:	6,000 lb.	34	EXTERIOR COLOR: Maroon Red (S84)
Rear GAWR:	16,200 lb.	35	AXLE, FRONT: 6,000 lb. (S84)
Total GVWR:	22,200 lb.	36	AXLE, REAR: Dupont FS-12 2700 8.14 8.27 15,300 lb.
CHASSIS WEIGHT:	3,616 lb.	37	AXLE EQUIPMENT: Reg. FS & Chair Pump (S84)
Front:	2,041 lb.	38	Power Window (S84)
Rear:	8,176 lb.	39	Chlor. Alkalinity, Front
Total:	10,217 lb.	40	BRAKES, SERVICE: Hydraulic Brake, Disc Front, Drum Rear (S84)
FORMULA DATA		41	5th Gear (15:1)
Body (incl. load)	10,217 lb.	42	BRAKE EQUIPMENT: Front, Spring Set Parking Brake (S84)
Weight Distribution (incl. load)		43	CAB: Standard Cab (S84)
Front	37%	44	Body Seat (S84)
Rear	63%	45	Tire Code, Chassis (S84)
Total	100%	46	CAB EQUIPMENT: Dual Front Handles (S84)
DRIVETRAIN PERFORMANCE		47	Hot Sun Hood
Cruise Control:	Optional	48	Interior Mirror, Pkg.
Gear Ratio:	46:1 (4.11)	49	CAB EQUIPMENT (CAB'S): Gauges, Water and Fuel (S84)
Tire Revolutions:	527	50	Engine Light
		51	3 1/2" Neigh. Dual Fuel
		52	CAB EQUIPMENT (CAB'S): Mirror, Mirror 5.5 W. R. Convex
		53	Turn Signal, AS
		54	Low Volt. Bell
		55	OPTIONAL: 60 Amp 160 Watt Radio/AM
		56	60 Amp 160 Watt Radio/AM
		57	60 Amp 160 Watt Radio/AM
		58	60 Amp 160 Watt Radio/AM
		59	60 Amp 160 Watt Radio/AM
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		62	60 Amp 160 Watt Radio/AM
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		97	60 Amp 160 Watt Radio/AM
		98	60 Amp 160 Watt Radio/AM
		99	60 Amp 160 Watt Radio/AM
		100	60 Amp 160 Watt Radio/AM

- Suggested body type, length or capacity. Tractors are labeled as such.
- Drivetrain Performance.
- Weight Distribution.
- Front, Rear and Total Chassis Weights with indicated specifications.

F-600-701



Front GAWR: 6,000 lb.
Rear GAWR: 14,200 lb.
Total GVWR: 20,200 lb.

CHASSIS WEIGHT
Front: 3,818 lb.
Rear: 2,341 lb.
Total: 6,159 lb.

PERFORMANCE DATA
BODY PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: (7%)
Rear: (93%)
Total: (100%)

DRIVETRAIN PERFORMANCE
Gradeability: 42%
Geared Speed: 55 MPH
Total Reduction: 57:1

FOR
4/5 YARD
DUMP
(8 FOOT BODY)

Chassis-Cab Specifications

08	EXTERIOR COLOR:	36	ENGINE EQUIPMENT:
22	Hampton Red (Std.)	LG 0	Clutch, 13" 1-Plate Non-Asbestos (Std.)
10	AXLE, FRONT:	40	Air Cleaner, Single Stage Dry Type (Std.)
AE 0	6,000 lb. (Std.)	46	Horizontal Muffler & Horizontal Pipe (Std.)
11	AXLE, REAR:	43	Oil Cooler
G7 0	Rockwell RS-15-210 (6-14-8-5) 15,000 lb.	47	Oil Cooler, Engine Mounted (Inc.)
13	AXLE EQUIPMENT:	47	Oil Cooler, Engine Mounted (Inc.)
DB 0	Mag. Fill & Drain Plugs (Std.)	47	Oil Cooler, Engine Mounted (Inc.)
DC 0	Power Steering (Std.)	47	Oil Cooler, Engine Mounted (Inc.)
16	BRAKES, SERVICE:	47	Oil Cooler, Engine Mounted (Inc.)
HD 0	Hydraulic Brakes-Disc Front, Drum Rear (Std.)	47	Oil Cooler, Engine Mounted (Inc.)
HG 0	HD Rear (15" x 5")	47	Oil Cooler, Engine Mounted (Inc.)
19	BRAKE EQUIPMENT:	47	Oil Cooler, Engine Mounted (Inc.)
NA 0	Hydr. Spring-Set Parking Brake (Std.)	47	Oil Cooler, Engine Mounted (Inc.)
MX 0	CAB:	50/51	TIRES:
BK 0	Standard Cab (Std.)	50/51	Front (2) 8.25x20E (10PR) Hwy
23	CAB EQUIPMENT:	50/51	Rear (4) 8.25x20E (10PR) Hwy Dr. (Gp. IV)
BF 0	Dual Assist Handles (Std.)	50/51	WHEELS:
BP 0	RH Sun Visor	50/51	Front (2) 20x6.5 Cast Spoke
24	CAB EQUIPMENT: (Cont'd)	50/51	Rear (4) 20x6.5 Cast Spoke
PH 0	Gauges, Water and Fuel (Std.)	50/51	WHEELS:
SC 0	Cigar Lighter	50/51	Front (2) 22.5x7.5 10-Hole Disc
25	CAB EQUIPMENT: (Cont'd)	50/51	Rear (4) 22.5x7.5 10-Hole Disc
RM 0	Mirrors, Western S.S. w/Aux. Convex	50/51	WHEELS:
RV 0	Tinted Glass, All	50/51	Front (2) 22.5x7.5 10-Hole Disc
SJ 0	Cow Vent, RH	50/51	Rear (4) 22.5x7.5 10-Hole Disc
27	ELECTRICAL:	50/51	WHEELS:
TA 0	Alternator, 60 Amp. (900 Watt) Motorcraft	50/51	Front (2) 22.5x7.5 10-Hole Disc
VA 0	Battery (3) Motorcraft 12V 71 Amp. Hr. (535CCA)	50/51	Rear (4) 22.5x7.5 10-Hole Disc
30	ENGINE:	50/51	WHEELS:
BH 0	Ford 6.1L D704V (8) (180HP) @ 2600 RPM	50/51	Front (2) 22.5x7.5 10-Hole Disc

Chassis-Cab Specifications



Front GAWR: 7,000 lb.
Rear GAWR: 14,200 lb.
Total GVWR: 21,200 lb.

CHASSIS WEIGHT
Front: TBD lb.
Rear: TBD lb.
Total: TBD lb.

PERFORMANCE DATA
BODY PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: (11%)
Rear: (89%)
Total: (100%)

DRIVETRAIN PERFORMANCE
Gradeability: 35%
Geared Speed: 54 MPH
Total Reduction: 44:1

FOR
16 FOOT
BODY

Chassis-Cab Specifications

08	EXTERIOR COLOR:	36	ENGINE:
22	Pure White (Std.)	CC 0	Ford Diesel (160HP) @ 2600 RPM
10	AXLE, FRONT:	36	ENGINE EQUIPMENT:
AF 0	7,000 lb.	36	Clutch, 13" 1-Plate Non-Asbestos (Std.)
11	AXLE, REAR:	36	Air Cleaner, Single Stage Dry Type (Std.)
G4 0	Rockwell RS-15-210 (4.56-6.36) 15,000 lb.	36	Horizontal Muffler & Horizontal Pipe (Std.)
13	AXLE EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
DB 0	Mag. Fill & Drain Plugs (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
DC 0	Power Steering (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
16	BRAKES, SERVICE:	36	Oil Cooler, Engine Mounted (Inc.)
HD 0	Hydr. Br. Brakes-Disc Front, Drum Rear (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
HG 0	HD Rear (15" x 5")	36	Oil Cooler, Engine Mounted (Inc.)
19	BRAKE EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
NA 0	Hydr. Spring-Set Parking Brake (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
MX 0	CAB:	36	Oil Cooler, Engine Mounted (Inc.)
BK 0	Standard Cab (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
23	CAB EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
BF 0	Dual Assist Handles (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
BP 0	RH Sun Visor	36	Oil Cooler, Engine Mounted (Inc.)
24	CAB EQUIPMENT: (Cont'd)	36	Oil Cooler, Engine Mounted (Inc.)
PH 0	Gauges, Water and Fuel (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
SC 0	Water in Fuel Warning Light (Inc.)	36	Oil Cooler, Engine Mounted (Inc.)
25	CAB EQUIPMENT: (Cont'd)	36	Oil Cooler, Engine Mounted (Inc.)
SJ 0	Warning Lights and Buzzer, Low Oil Pressure, Low	36	Oil Cooler, Engine Mounted (Inc.)
RM 0	Coolant Level-and High Coolant Temp. (Inc.)	36	Oil Cooler, Engine Mounted (Inc.)
RV 0	Cigar Lighter	36	Oil Cooler, Engine Mounted (Inc.)
27	ELECTRICAL:	36	Oil Cooler, Engine Mounted (Inc.)
TA 0	Alternator, 60 Amp. (900 Watt) Motorcraft	36	Oil Cooler, Engine Mounted (Inc.)
VA 0	Battery (3) Motorcraft 12V 71 Amp. Hr. (535CCA) (Inc.)	36	Oil Cooler, Engine Mounted (Inc.)
30	ENGINE:	36	Oil Cooler, Engine Mounted (Inc.)
BH 0	Ford Diesel (160HP) @ 2600 RPM	36	Oil Cooler, Engine Mounted (Inc.)

Chassis-Cab Specifications



Front GAWR: 7,000 lb.
Rear GAWR: 15,000 lb.
Total GVWR: 22,000 lb.

CHASSIS WEIGHT
Front: TBD lb.
Rear: TBD lb.
Total: TBD lb.

PERFORMANCE DATA
BODY PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: (10%)
Rear: (90%)
Total: (100%)

DRIVETRAIN PERFORMANCE
Gradeability: 37%
Geared Speed: 60 MPH
Total Reduction: 44:1

FOR
18 FOOT
BODY

Chassis-Cab Specifications

08	EXTERIOR COLOR:	30	ENGINE:
22	Pure White (Std.)	CC 0	Ford Diesel (160 HP) @ 2600 RPM
10	AXLE, FRONT:	36	ENGINE EQUIPMENT:
AF 0	7,000 lb.	36	Clutch, 13" 1-Plate Non-Asbestos (Std.)
11	AXLE, REAR:	36	Air Cleaner, Single Stage Dry Type (Std.)
G4 0	Rockwell RS-15-210 (4.56-6.36) 15,000 lb.	36	Horizontal Muffler & Horizontal Pipe (Std.)
13	AXLE EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
DB 0	Mag. Fill & Drain Plugs (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
DC 0	Power Steering (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
16	BRAKES, SERVICE:	36	Oil Cooler, Engine Mounted (Inc.)
HD 0	Hydraulic Brakes-Disc Front, Drum Rear (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
19	BRAKE EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
NA 0	Hydr. Spring-Set Parking Brake (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
MX 0	CAB:	36	Oil Cooler, Engine Mounted (Inc.)
BK 0	Standard Cab (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
23	CAB EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
BF 0	Dual Assist Handles (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
BP 0	RH Sun Visor	36	Oil Cooler, Engine Mounted (Inc.)
24	CAB EQUIPMENT: (Cont'd)	36	Oil Cooler, Engine Mounted (Inc.)
PH 0	Gauges, Water and Fuel (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
SC 0	Water in Fuel Warning Light (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
25	CAB EQUIPMENT: (Cont'd)	36	Oil Cooler, Engine Mounted (Inc.)
SJ 0	Warning Lights and Buzzer, Low Oil Pressure, Low	36	Oil Cooler, Engine Mounted (Inc.)
RM 0	Coolant Level-and High Coolant Temp. (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
RV 0	Cigar Lighter	36	Oil Cooler, Engine Mounted (Inc.)
27	ELECTRICAL:	36	Oil Cooler, Engine Mounted (Inc.)
TA 0	Alternator, 60 Amp. (900 Watt) Motorcraft	36	Oil Cooler, Engine Mounted (Inc.)
VA 0	Battery (3) Motorcraft 12V 71 Amp. Hr. (535CCA)	36	Oil Cooler, Engine Mounted (Inc.)
30	ENGINE:	36	Oil Cooler, Engine Mounted (Inc.)
BH 0	Ford Diesel (160 HP) @ 2600 RPM	36	Oil Cooler, Engine Mounted (Inc.)

F-700-742



Front GAWR: 9,000 lb.
Rear GAWR: 19,000 lb.
Total GVWR: 28,000 lb.

CHASSIS WEIGHT
Front: TBD lb.
Rear: TBD lb.
Total: TBD lb.

PERFORMANCE DATA
BODY PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: (18%)
Rear: (82%)
Total: (100%)

DRIVETRAIN PERFORMANCE
Gradeability: 30%
Geared Speed: 60 MPH
Total Reduction: 41:1

FOR
20 FOOT
BODY

Chassis-Cab Specifications

08	EXTERIOR COLOR:	30	ENGINE:
22	Pure White (Std.)	AA 0	Ford Diesel (185HP) @ 2600 RPM
10	AXLE, FRONT:	36	ENGINE EQUIPMENT:
AG 0	9,000 lb.	36	Clutch, 14" 1-Plate Non-Asbestos (Std.)
11	AXLE, REAR:	36	Air Cleaner, Single Stage Dry Type (Std.)
2G 0	Rockwell RS-20-145 (4.56) 20,000 lb.	36	Horizontal Muffler & Horizontal Pipe (Std.)
13	AXLE EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
DB 0	Mag. Fill & Drain Plug (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
DC 0	Power Steering (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
16	BRAKES, SERVICE:	36	Oil Cooler, Engine Mounted (Inc.)
HD 0	Hydraulic Brakes-Disc Front, Drum Rear (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
HG 0	HD Rear (15" x 7")	36	Oil Cooler, Engine Mounted (Inc.)
19	BRAKE EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
NA 0	Hydr. Spring-Set Parking Brake (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
MX 0	CAB:	36	Oil Cooler, Engine Mounted (Inc.)
BK 0	Standard Cab (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
MB 0	Bench Seat (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
23	CAB EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
BF 0	Dual Assist Handles (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
BP 0	RH Sun Visor	36	Oil Cooler, Engine Mounted (Inc.)
24	CAB EQUIPMENT: (Cont'd)	36	Oil Cooler, Engine Mounted (Inc.)
PH 0	Gauges, Water and Fuel (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
SC 0	Water in Fuel Warning Light (Inc.)	36	Oil Cooler, Engine Mounted (Inc.)
25	CAB EQUIPMENT: (Cont'd)	36	Oil Cooler, Engine Mounted (Inc.)
RM 0	Warning Lights and Buzzer, Low Oil Pressure, Low	36	Oil Cooler, Engine Mounted (Inc.)
RV 0	Coolant Level-and High Coolant Temp. (Inc.)	36	Oil Cooler, Engine Mounted (Inc.)
27	ELECTRICAL:	36	Oil Cooler, Engine Mounted (Inc.)
TA 0	Alternator, 60 Amp. (900 Watt) Motorcraft	36	Oil Cooler, Engine Mounted (Inc.)
VC 0	Battery (3) Motorcraft 12V 71 Amp. Hr. (535CCA)	36	Oil Cooler, Engine Mounted (Inc.)
30	ENGINE:	36	Oil Cooler, Engine Mounted (Inc.)
BH 0	Ford Diesel (185HP) @ 2600 RPM	36	Oil Cooler, Engine Mounted (Inc.)

F-800-703



Front GAWR: 12,000 lb.
Rear GAWR: 21,200 lb.
Total GVWR: 33,200 lb.

CHASSIS WEIGHT
Front: TBD lb.
Rear: TBD lb.
Total: TBD lb.

PERFORMANCE DATA
BODY PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: (15%)
Rear: (85%)
Total: (100%)

DRIVETRAIN PERFORMANCE
Gradeability: 15%
Geared Speed: 60 MPH
Total Reduction: 41:1

FOR
GENERAL
PURPOSE
TRACTOR

Chassis-Cab Specifications

08	EXTERIOR COLOR:	27	ELECTRICAL:
22	Pure White (Std.)	TA 0	Alternator, 60 Amp. (900 Watt) Motorcraft
10	AXLE, FRONT:	VC 0	Battery (3) Motorcraft 12V 71 Amp. Hr. (535CCA) (Std.)
AJ 0	12,000 lb.	30	ENGINE:
11	AXLE, REAR:	AB 0	Ford Diesel (210 HP) @ 2600 RPM
VB 0	Rockwell RS-20-160 (4.56) 23,000 lb.	36	ENGINE EQUIPMENT:
13	AXLE EQUIPMENT:	NC 0	Clutch, 14" 2-Plate Non-Asbestos
DB 0	Mag. Fill & Drain Plug (Std.)	36	Air Cleaner, Single Stage Dry Type (Std.)
DC 0	Power Steering (Std.)	36	Horizontal Muffler & Horizontal Pipe (Std.)
16	BRAKES, SERVICE:	36	Oil Cooler, Engine Mounted (Inc.)
HA 0	Air Brakes	36	Oil Cooler, Engine Mounted (Inc.)
HU 0	Front Cam Type 15" x 7"	36	Oil Cooler, Engine Mounted (Inc.)
19	BRAKE EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
KA 0	Spring-Set Parking Brake, Maxi (Inc.)	36	Oil Cooler, Engine Mounted (Inc.)
22	CAB:	36	Oil Cooler, Engine Mounted (Inc.)
NA 0	Standard Cab (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
MN 0	Seats, Bottom Viking T-Bar Susp. Dr. & Fixed Pass.	36	Oil Cooler, Engine Mounted (Inc.)
BK 0	Trim Color, Chestnut (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
MB 0	Tilt Hood	36	Oil Cooler, Engine Mounted (Inc.)
23	CAB EQUIPMENT:	36	Oil Cooler, Engine Mounted (Inc.)
BF 0	Dual Assist Handles (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
BP 0	RH Sun Visor	36	Oil Cooler, Engine Mounted (Inc.)
24	CAB EQUIPMENT: (Cont'd)	36	Oil Cooler, Engine Mounted (Inc.)
PH 0	Gauges, Water and Fuel (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
SC 0	Water in Fuel Warning Light (Std.)	36	Oil Cooler, Engine Mounted (Inc.)
25	CAB EQUIPMENT: (Cont'd)	36	Oil Cooler, Engine Mounted (Inc.)
RM 0	Warning Lights and Buzzer, Low Oil Pressure, Low	36	Oil Cooler, Engine Mounted (Inc.)
RV 0	Coolant Level-and High Coolant Temp. (Inc.)	36	Oil Cooler, Engine Mounted (Inc.)
27	ELECTRICAL:	36	Oil Cooler, Engine Mounted (Inc.)
TA 0	Alternator, 60 Amp. (900 Watt) Motorcraft	36	Oil Cooler, Engine Mounted (Inc.)
VC 0	Battery (3) Motorcraft 12V 71 Amp. Hr. (535CCA)	36	Oil Cooler, Engine Mounted (Inc.)
30	ENGINE:	36	Oil Cooler, Engine Mounted (Inc.)
BH 0	Ford Diesel (210 HP) @ 2600 RPM	36	Oil Cooler, Engine Mounted (Inc.)

FT-900-701



Front GAWR: 12,000 lb.
Rear GAWR: 38,000 lb.
Total GVWR: 50,000 lb.

CHASSIS WEIGHT
Front: TBD lb.
Rear: TBD lb.
Total: TBD lb.

PERFORMANCE DATA
BODY PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)
Front: (14%)
Rear: (86%)
Total: (100%)

DRIVETRAIN PERFORMANCE
Gradeability: 50%
Geared Speed: 66 MPH
Total Reduction: 83:1

FOR
22 FOOT
BODY

Chassis-Cab Specifications

08	EXTERIOR COLOR:	27	ELECTRICAL:
22	Pure White (Std.)	TA 0	Alternator, 60 Amp. (900 Watt) Motorcraft
10	AXLE, FRONT:	VC 0	Battery (3) Motorcraft 12V 71 Amp. Hr. (535CCA)
AJ 0	12,000 lb. (Std.)	30	ENGINE:
11	AXLE, REAR:	AD 0	Ford Diesel (240HP) @ 2600 RPM
B8 0	Rockwell SQ-100 (4.63) 40,000 lb.	36	ENGINE EQUIPMENT:
13	AXLE EQUIPMENT:	36	Clutch, 14" 2-Plate Non-Asbestos (Inc.)
DB 0	Mag. Fill & Drain Plugs (Std.)	36	Air Cleaner, Single Stage Dry Type (Std.)
DC 0	Power Steering (Std.)	36	Horizontal Muffler & Horizontal Pipe (Std.)
16	BRAKES, SERVICE:	36	Oil Cooler, Engine Mounted (Std.)
HA 0	Air Brakes, Front Cam Type 15" x 7"	36	Oil Cooler, Engine Mounted (Std.)
HU 0	Rear Cam Type 16-1" 2" x 7"		

F-SERIES

1987 "WORK-READY"-49 STATE VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
F-600-701	129/60	20.2	370-4V	6	15(2)	NP-435	8.25 x 20(10)	20 x 6.5(CS)	H	D
F-600-702	129/60	21.2	Ford Dsl. (160 HP)	7	15(2)	CL-455	8.25 x 20(10)	20 x 6.5 (CS)	H	D
F-600-703	141/72	21.2	370-2V	7	15(2)	4054D	8.25 x 20(10)	20 x 6.5 (CS)	H	D
F-600-704	153/84	20.2	370-2V	6	15	NP-435	9.00 x 22.5(10)	22.5 x 6.75 (CS)	H	V
F-600-705	153/84	21.2	370-4V	7	15(2)	4054D	8.25 x 20(10)	20 x 6.5(CS)	H	D
F-600-706	153/84	21.2	Ford Dsl. (160 HP)	7	15(2)	CL-455	8.25 x 20(10)	20 x 6.5(CS)	H	D
F-600-707	171/102	20.2	370-4V	6	15	NP-435	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-708	171/102	20.2	370-2V	6	15	NP-435	9.00 x 22.5(10)	22.5 x 6.75(CS)	H	V
F-600-709	171/102	21.2	370-2V	7	15(2)	NP-435	9.00 x 22.5 (10)	22.5 x 6.75(CS)	H	V
F-600-710	177/108	20.2	370-2V	6	15(2)	NP-435	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-711	177/108	21.2	370-4V	7	15(2)	4054D	9.00 x 22.5(10)	22.5 x 6.75(CS)	H	V
F-600-712	189/120	20.2	370-2V	6	15	NP-435	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-713	189/120	21.2	370-2V	7	15(2)	NP-435	9.00 x 22.5(10)	22.5 x 6.75(CS)	H	V
F-600-714	189/120	21.2	Ford Dsl. (160 HP)	7	15(2)	CL-455	9.00 x 22.5(10)	22.5 x 6.75(CS)	H	V
F-600-715	189/120	21.2	Ford Dsl. (160 HP)	7	15	CL-450	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-716	207/138	21.2	370-2V	7	15(2)	NP-435	9.00 x 22.5(10)	22.5 x 6.75(CS)	H	V
F-600-717	207/138	22.0	Ford Dsl. (160 HP)	7	15(2)	CL-455	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-718	207/138	20.2	370-2V	5	15(2)	NP-435	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-719	207/138	21.2	Ford Dsl. (160 HP)	7	15(2)	CL-455	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-723	207/138	21.2	Ford Dsl. (160 HP)	7	15(2)	CL-455	9.00 x 20(10)	20 x 7.0 (CS)	H	V
F-600-720	225/156	21.2	370-4V	7	15	AT-545	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-721	225/156	21.2	Ford Dsl. (160 HP)	7	15	AT-545	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-722	225/156	21.2	Ford Dsl. (160 HP)	7	15(2)	CL-455	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-700-701	141/72	23.1	370-4V	7	17.5(2)	4054D	9.00 x 20(10)	20 x 7.0(CS)	H	D
F-700-702	141/72	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-558	9.00 x 20(10)	20 x 7.0(CS)	H	D
F-700-703	153/84	23.1	370-4V	7	17.5(2)	4054D	9.00 x 20(10)	20 x 7.0(CS)	H	D
F-700-704	153/84	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-558	9.00 x 20(10)	20 x 7.0(CS)	H	D
F-700-705	153/84	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-558	9.00 x 20(10)	20 x 7.0(CS)	H	D
F-700-706	153/84	24.5	370-4V	7	17.5(2)	4054D	9.00 x 20(12)	20 x 7.0(CS)	H	D
F-700-707	153/84	50.0	Ford Dsl. (185 HP)	9	21(2)	CL-558	10.00 x 22.5(12)	22.5 x 7.5(D)	A	T
F-700-708	171/102	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-558	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-709	171/102	24.5	370-4V	7	17.5(2)	4054D	10.00 x 22.5(12)	22.5 x 7.5(CS)	H	V

(*) - Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (2) - Indicates two-speed rear axle; (D) - Disc wheel; (CS) - Cast spoke wheel. D = Dump. V = Van/Platform. R = Refuse. T = Tractor. B = Beverage.

F-SERIES

1987 "WORK-READY"-49 STATE VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
F-700-710	171/102	26.5	370-4V	9	17.5(2)	4054D	9.00 x 20(12)	20 x 7.0(CS)	H	D
F-700-711	177/108	23.1	370-4V	7	17.5(2)	4054D	10.00 x 22.5(10)	22.5 x 7.5(CS)	H	V
F-700-712	189/120	23.1	370-4V	7	17.5(2)	4054D	10.00 x 22.5(10)	22.5 x 7.5(CS)	H	V
F-700-713	189/120	23.1	370-2V	7	17.5(2)	4054D	10.00 x 22.5(10)	22.5 x 7.5(CS)	H	V
F-700-714	189/120	23.1	370-4V	7	17.5(2)	4054D	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-715	189/120	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-455	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-716	189/120	24.5	Ford Dsl. (170 HP)	7	17.5(2)	CL-455	10.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-717	189/120	28.0	Ford Dsl. (170 HP)	9	21	CL-450	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-718	189/120	28.0	429-4V	9	21(2)	4054D	10.00 x 20(12)	20 x 7.5(CS)	H	R
F-700-719	189/120	28.0	Ford Dsl. (170 HP)	9	21(2)	CL-558	10.00 x 20(12)	20 x 7.5(CS)	H	R
F-700-720	189/120	28.0	370-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-721	189/120	28.0	Ford Dsl. (210 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(CS)	A	V
F-700-722	207/138	23.1	Ford Dsl. (170 HP)	7	17.5	CL-450	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-723	207/138	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-455	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-724	207/138	24.5	370-4V	7	17.5	4054A	10.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-725	207/138	24.5	370-4V	7	17.5(2)	4054D	10.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-726	207/138	27.0	370-4V	9	21(2)	4054D	10.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-727	207/138	28.0	370-4V	9	21	4054A	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-728	207/138	28.0	370-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-729	207/138	28.0	Ford Dsl. (170 HP)	9	21(2)	CL-455	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-730	207/138	28.0	Ford Dsl. (210 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-731	207/138	28.0	Ford Dsl. (185 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-732	225/156	23.1	370-4V	7	17.5	4054A	10.00 x 22.5(10)	22.5 x 7.5(CS)	H	V
F-700-733	225/156	23.1	370-4V	7	17.5(2)	4054D	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-734	225/156	23.1	Ford Dsl. (170 HP)	7	17.5	AT-545	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-735	225/156	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-455	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-736	225/156	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5106	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-737	225/156	24.5	370-4V	7	17.5	4054A	10.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-738	225/156	24.5	Ford Dsl. (170 HP)	7	17.5	CL-450	10.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-739	225/156	24.5	370-4V	7	17.5(2)	4054D	10.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-740	225/156	28.0	Ford Dsl. (170 HP)	9	21(2)	CL-455	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-741	225/156	28.0	Ford Dsl. (185 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V

(*) - Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (2) - Indicates two-speed rear axle; (D) - Disc wheel; (CS) - Cast spoke wheel. D = Dump. V = Van/Platform. R = Refuse. T = Tractor. B = Beverage.

F-SERIES

1987 "WORK-READY"-49 STATE VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
F-700-742	225/156	28.0	Ford Dsl. (185 HP)	9	21	FS-5106	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-747	225/156	24.5	Ford Dsl. (170 HP)	7	17.5	FS-5106	9.00 x 20(12)	20 x 7.0(CS)	H	V
F-700-743	237/168	28.0	370-4V	9	21	4054A	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-744	237/168	28.0	370-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-745	237/168	28.0	Ford Dsl. (170 HP)	9	21	CL-450	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-700-746	237/168	28.0	Ford Dsl. (210 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-7000-701	237/168	28.0	3208N (165 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-800-701	141/72	55.0	429-4V	9	21(2)	4054D	011R x 22.5(14)	22.5 x 7.5(D)	A	T
F-800-702	142/72	60.0	Ford Dsl. (210 HP)	12	21(2)	MT-643	11.00 x 22.5(12)	22.5 x 7.5(D)	A	B
F-800-703	142/72	50.0	Ford Dsl. (210 HP)	12	23	RT-6610	011R x 22.5(14)	22.5 x 7.5(D)	A	T
F-800-704	153/84	28.0	Ford Dsl. (210 HP)	9	21(2)	CL-558	10.00 x 20(12)	20 x 7.5(CS)	H	D
F-800-705	154/84	32.0	429-4V	12	21(2)	5852A	10.00 x 20(14)	20 x 8.0(CS)	H	D
F-800-706	154/84	32.0	Ford Dsl. (210 HP)	12	21(2)	CL-558	10.00 x 20(14)	20 x 8.0(CS)	H	D
F-800-707	154/84	31.8	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 20(12)	20 x 8.0(CS)	H	D
F-800-708	171/102	28.0	429-4V	9	21(2)	4054D	10.00 x 20(12)	20 x 7.5(CS)	H	D
F-800-709	177/108	28.0	370-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-800-710	189/120	28.0	429-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(CS)	A	V
F-800-711	196/126	29.9	429-4V	12	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-800-712	207/138	28.0	429-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
F-800-713	214/144	29.9	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(CS)	A	V
F-800-714	214/144	29.0	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	B
F-800-715	214/144	29.9	Ford Dsl. (210 HP)	12	21	MT-643	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	B
F-800-716	214/144	29.9	429-4V	12	21	MT-643	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	B
F-800-717	214/144	29.9	429-4V	12	21(2)	5852A	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	B
F-800-718	214/144	29.0	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(14)	22.5 x 8.25(D)	H	V
F-800-719	214/144	32.0	Ford Dsl. (210 HP)	12	21	FS-5106	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
F-800-720	238/168	29.9	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(CS)	A	V
F-800-721	238/168	30.0	Ford Dsl. (210 HP)	12	21(2)	CL-558	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
F-8000-701	238/168	32.0	3208T (215 HP)	12	21(2)	6052-C	11.00 x 22.5(12)	22.5 x 7.5(CS)	H	V
FT-800-701	238/168	50.0	429-4V	12	40	RT-6613	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
FT-900-701	238/168	50.0	Ford Dsl. (240 HP)	12	40	RT-6613	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
FT-8000-701	238/168	48.8	3208T (215 HP)	12	40	RT-6613	11.00 x 22.5(12)	22.5 x 7.5(CS)	A	V

(*)-Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (2)-Indicates two-speed rear axle; (D)-Disc wheel; (CS)-Cast spoke wheel. D = Dump. V = Van/Platform. R = Refuse. T = Tractor. B = Beverage.

F-SERIES

1987 "WORK-READY"-CALIFORNIA VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
F-600-781	177/108	19.0	370-2V	6	13	NP-435	9.00 x 22.5(10)	22.5 x 6.75(D)	H	V
F-600-782	189/120	20.2	370-4V	6	15(2)	4054D	9.00 x 22.5(10)	22.5 x 6.75 (D)	H	V
F-600-783	207/138	20.2	370-4V	6	15(2)	NP-435	9.00 x 22.5(10)	22.5 x 6.75 (D)	H	V
F-600-784	225/156	20.2	370-4V	6	15(2)	NP-435	9.00 x 22.5(10)	22.5 x 6.75 (D)	H	V
F-700-781	153/84	24.5	370-4V	7	17.5(2)	4054D	9.00 x 20(12)	20 x 7.0(D)	H	D
F-700-782	153/84	24.5	Ford Dsl. (170 HP)	7	17.5(2)	CL-558	9.00 x 20(12)	20 x 7.0(D)	H	D
F-700-783	153/84	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-558	9.00 x 20(10)	20 x 7.0(D)	H	D
F-700-784	207/138	28.0	Ford Dsl. (170 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-785	225/156	24.5	370-4V	7	17.5(2)	4054D	10.00 x 22.5 (12)	22.5 x 7.5(D)	H	V
F-700-786	225/156	28.0	370-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-787	225/156	28.0	Ford Dsl. (170 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(D)	A	V
F-700-788	225/156	28.0	Ford Dsl. (170 HP)	9	21	FS-5106	11.00 x 22.5(12)	22.5 x 7.5(D)	A	V
F-700-789	225/156	28.0	Ford Dsl. (170 HP)	9	21(2)	CL-558	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-790	225/156	28.0	429-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(D)	A	V
F-700-791	225/156	24.5	Ford Dsl. (170 HP)	7	17.5(2)	CL-455	10.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-700-792	222/156	28.0	370-4V	9	21	AT-545	11.00 x 22.5(12)	22.5 x 7.5(D)	H	B
F-700-793	225/156	23.1	Ford Dsl. (170 HP)	7	17.5	AT-545	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-794	225/156	23.1	Ford Dsl. (170 HP)	7	17.5(2)	CL-455	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-795	225/156	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5106	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-700-796	225/156	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5106	10.00 x 22.5(10)	22.5 x 7.5(D)	H	V
F-800-781	214/144	32.0	Ford Dsl. (225 HP)	12	21	MT-643	11.00 x 22.5(14)	22.5 x 8.25(D)	A	B
F-800-782	237/168	28.0	429-4V	9	21(2)	4054D	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-800-783	237/168	28.0	Ford Dsl. (225 HP)	9	21	FS-6106	11.00 x 22.5(12)	22.5 x 7.5(D)	H	V
F-800-784	238/168	29.9	Ford Dsl. (225 HP)	12	21	FS-6106	11.00 x 22.5(12)	22.5 x 7.5(D)	A	V
F-8000-781	214/144	32.0	3208T (200 HP)	12	21	6052-C	11.00 x 22.5(14)	22.5 x 8.25(D)	A	V
FT-900-781	238/168	48.8	Ford Dsl. (225 HP)	12	40	RT-6613	11.00 x 22.5(12)	22.5 x 7.5(D)	A	V

(*)-Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (2)-Indicates two-speed rear axle; (D)-Disc wheel; (CS)-Cast spoke wheel. D = Dump. V = Van/Platform. R = Refuse. T = Tractor. B = Beverage.

Performance Plus Flexibility

Work-Ready "Flex" Options

Work-Ready Performance Packages are designed to fit the truck to the job. They're pre-engineered to deliver the right frame, powertrain, and suspension/axle capacities for a broad range of given applications.

Yet, they're flexible enough to allow substitutions on items like paint color, seats, fuel tanks, hood configurations, wheels and tires. Work-Ready "Flex" Options allow you to modify a Work-Ready Performance Package to suit your own individual requirements:

- Exterior Paint—the standard color may be changed to any regular production color.
- Wheels—cast spoke wheels may be substituted for disc, or disc for cast spoke.
- Tires—tubeless tires may be substituted for tube type, or tube type for tubeless (equivalent size and ply rating only).
- Rear Tire Tread Type—tube type tires (bias ply only) may be upgraded.
- Hood Type—tilt hood may be substituted for a fixed hood, or a fixed hood for a tilt type.
 - tilt hood option includes fender-mounted turn signals.
 - turn signals will automatically be added at extra cost when a fixed hood is substituted for a tilt hood.
- Fuel Tanks—dual 50-gallon fuel tanks may be substituted for single 50-gallon tanks.
- Seats—Bostrom T-Bar seats (22MP) or Suspended Driver and Fixed Passenger seats (22MN) may be substituted for standard bench seats.

Work-Ready Ford Diesel

36 Months/150,000 Miles Extended Service Coverage
The new breed of Ford Diesel Engines is available through the Work-Ready Program—up to 240 horsepower. And all (except 160 hp) are backed by the Ford Diesel Performance Pledge:

- 36 months/150,000 miles Extended Service Coverage—full engine parts and labor at no cost to you.
- 48-hour Parts Delivery Guarantee. Ask your Ford Dealer for details.
- Supported by over 600 certified service Dealers nationwide.
- Toll-free Hotline: call 1-800-FORD 1ST (367-3178)*
*In Alaska call 1-800-433-6292.

Tire "Flex" Options

TUBELESS TO TUBE TYPE
"FLEX" OPTION CHART

TUBELESS TYPE/WHEEL	TUBE TYPE/WHEEL
8.25 x 20E (10)	20 x 6.5 (2-Pc)
9.00 x 20E (10)	20 x 7.0 (2-Pc)
9.00 x 20F (12)	20 x 7.0 (2-Pc)
10.00 x 20F (12)	20 x 7.5 (3-Pc)
11.00 x 20F (12)	20 x 8.0 (3-Pc)
11.00 x 20G (14)	20 x 8.0 (3-Pc)

REAR TIRE TREAD
"FLEX" OPTION CHART

TIRE SIZE	STD. TREAD (DA)	GROUP IV (DC)	GROUP V MUD/SNOW (DG)	GROUP VI ON/OFF (DH)
(TUBE TYPE) 8.25 x 20E (10)	X	X	X	X
9.00 x 20E (10)	X	X	X	X
9.00 x 20F (12)	X	X	X	X
10.00 x 20F (12)	X	X	X	X
11.00 x 20F (12)	X	X	X	X
11.00 x 20G (14)	X	X	X	X
(TUBELESS) 9.00 x 22.5E (10)	X	NO REAR TIRE TREAD UPGRADE PERMITTED		
10.00 x 22.5E (10)	X			
10.00 x 22.5F (12)	X			
11.00 x 22.5F (12)	X			
11.00 x 22.5G (14)	X			
11.00 x 24.5G (14)	X			

Notable Work-Ready Equipment Features

Work-Ready F-Series trucks are well-equipped with the kinds of notable features you'd expect to find in a Ford—America's medium truck leader for over 25 years.

- R.H. Sun Visor
- Cigar Lighter
- Bright Mirrors
- Instrumentation Package
- H.D. Alternator—60 Amp Minimum
- H.D. Battery—Over Standard
- Tinted Glass, All-Around
- Fuel Tanks
 - 50 Gallon L.H. (except Tractors)
 - Dual 50 Gallon (Tractors)
- H.D. Rear Brakes
- Tow Hooks (Dumps and Packers)
- Tubeless Tires (except Dumps and Packers)
- H.D. Rear Springs, For Axle Selected 1-Step Upgrade
- Oil Cooler
- Hood
 - Fixed (Non-Tilt) w/Gasoline Engines & All F-600
 - Tilt Hood w/Diesel F-700 & Up
- Rockwell Rear Axles

Work-Ready Investments In Value

Work-Ready trucks are designed to work when you are. They're investments in value. Values like Ford Diesel, Pre-engineering, Fast Delivery, "Flex" Options, Extended Service Coverage, and the Ford Performance Pledge. Values that can add up to lower operating costs and improved overall performance.

When it's time to work—be Work-Ready!

Extended Service Coverage

A \$950 Value

Extended Service Coverage (ESC) helps you reduce operating, maintenance and repair costs by improving your basic warranty protection. Receive Extended Service Coverage on Work-Ready F-Series with full parts and labor service coverage for up to 36 months/150,000 miles (except the engine). A \$950 value.*

And because it's transferable to a second owner (to the limits of unexpired coverage), it "goes with the truck"—making your unit potentially more valuable at trade-in.

Work-Ready ESC extends to Powertrain components including the clutch, manual transmission, drive-shaft and rear axle.

*Manufacturer's suggested retail price. See your Ford Dealer for program coverage details.

ESC vs. Basic Warranty

Truck Series/ Engine Type	Full Parts And Labor For:			BASIC WARRANTY
	WORK-READY			
	Base Vehicle	Engine	Powertrain*	
600-800 Gasoline	24 Months or 50,000 Miles	24 Months or 50,000 Miles	24 Months or 50,000 Miles	12 Months/Unlimited Miles
F-600 Ford Diesel	24 Months or 50,000 Miles	24 Months or 50,000 Miles**	24 Months or 50,000 Miles**	12 Months/Unlimited Miles
700-8000 Ford Diesel	24 Months or Unlimited Miles	36 Months or 150,000 Miles***	36 Months or 150,000 Miles	12 Months/Unlimited Miles
7000-8000 3208 Diesel	24 Months/Unlimited Miles	Not Covered By Ford	24 Months/Unlimited Miles	12 Months/Unlimited Miles

*Powertrain components for ESC Coverage purposes include the clutch, manual transmission, driveshaft and rear axle. **An optional 36 Months/150,000 Miles ESC is available on the Ford Diesel Engine and Premium Supplier Team Powertrain components at extra cost. ***700-8000 Series non-Work-Ready trucks with the Ford Diesel Engine also include a no-charge 36 Months/150,000 Miles, engine-only ESC.



The Total Truck Concept Premium Supplier Team

The Next Logical Step In Truck Value

A Ford truck is more than a cab and a set of rails. It's engines from Ford, Caterpillar and Detroit Diesel. It's Rockwell axles, Eaton/Clark transmissions, Borg Warner clutches.

Ford and its Premium Supplier Team have assembled some of the best in key componentry to give you premium value for your truck buying dollars.

So when you buy a Ford truck, you buy a Total Truck. This means that the whole unit, including its key componentry, has been design-integrated to offer uncompromising quality and advanced technology.

Work-Ready Program. Extended Service Coverage. Premium Supplier Team. The Total Truck. That's Ford—working to keep your truck on the road and you in business.

Frames

- Hi-tensile or extra hi-tensile steel fabrication with up to 2,915,000 RBM rating available
- Inverted "L" reinforcements available on single-axle series
- FT-Series frames are full depth for the entire length for strength
- Clear top flanges (from back of cab rearward) and standard 34-inch spacing for easy body mounting



Racor Fuel-water Separator

- Included with the Ford Diesel
- 40 micron filtration
- Replaceable cartridge
- Dash panel light signals time to drain water

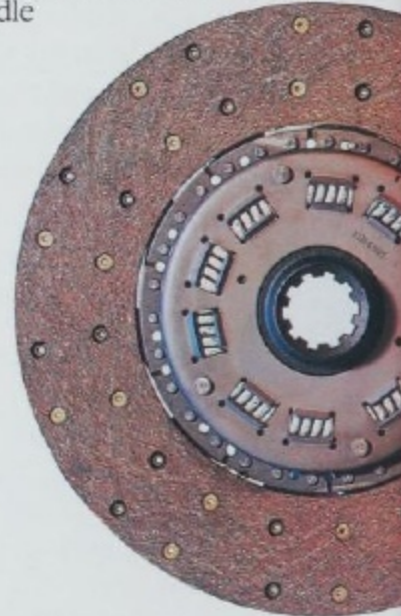
Eaton/Clark Manual Transmissions

- Helical constant mesh gears for quiet operation
- Split-pin synchronizers for smooth shifting
- Needle bearings under all mainshaft gears for high load capacity
- Soft fourth ratio for easy progressive shifting



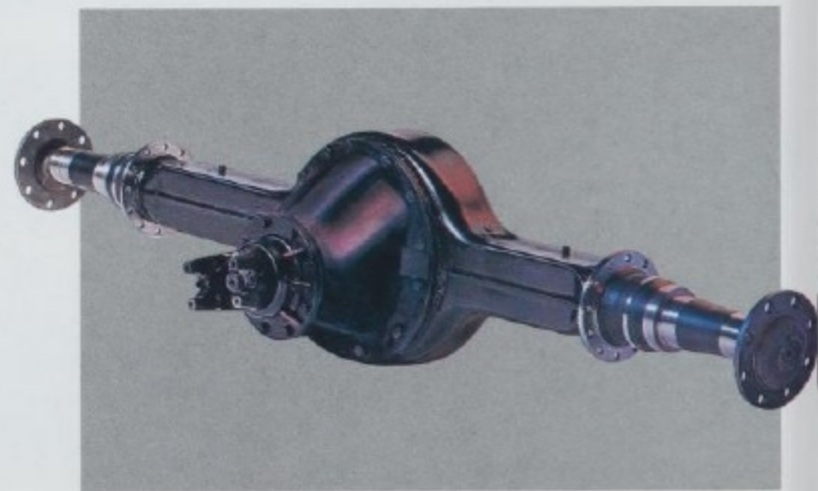
Borg Warner Clutches

- Fabricated with organic, asbestos-free friction material
- Pull-type operation
- Modern diaphragm-spring configuration
- Torsional dampening minimizes driveline vibration and gear rattle at idle



Rockwell Rear Axles

- 13,000-23,000 lb. rating in single-axle series
- "Extended life" pinion seals for positive sealing
- Precision forged differential gearing and hot-forged rectangular housing for strength



Eaton Power Steering Pumps

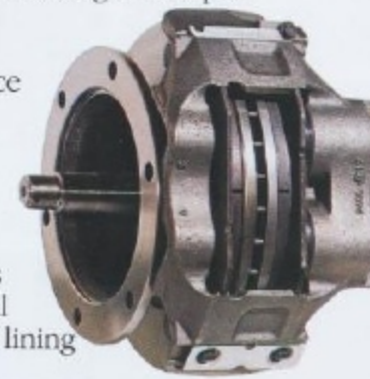
- Direct drive for improved durability
- High temperature sealing elements for long life
- Decreased sensitivity to flow loss at high temperature
- High efficiency filter included in remote reservoir
- Pressure balanced, self-compensating port plate for high volumetric efficiency

Bendix Air Compressors

- High-output rating for rapid pressure build-up
- Single-cylinder (9½ CFM) and 2-cylinder (12 CFM), water-cooled design, with a minimum of moving parts

Hydraulic Front Disc Brakes

- Semi-metallic, asbestos-free linings last up to 5 times longer than previous linings
- Chosen for fade-resistance and stability
- Minimum parts for service ease
- Wear-grooves for easy visual inspection of lining life



Hydraulic Rear Drum Brakes

- Simplified design with air-brake features
- Automatic adjustment
- Wear-grooves for easy visual inspection of lining life
- ¾"-inch thick lining for long life



New Technology For 1987

- Ford Diesel engine:
 - 160, 170, 185, 210, 240 HP (49 States)
 - 170, 225 HP (Calif. only)
- Ford Diesel engine shutdown system (Late availability)
- Ford Diesels include (optional w/other diesels)
 - warning lights and buzzer for low oil pressure, low coolant level, and high coolant temperature
- Rockwell single rear axles:
 - 13,000/15,000/17,500/21,000/23,000 lbs.
- Fuller 6-speed manual transmissions
- Non-suspended National-brand seats
- Electronic speedometer

Air Brake Features At Hydraulic Prices

Exclusively Ford

Standard throughout the F-Series (except tandems), Ford's split-hydraulic brake system has many air brake features—at standard hydraulic prices. It's a Ford exclusive!

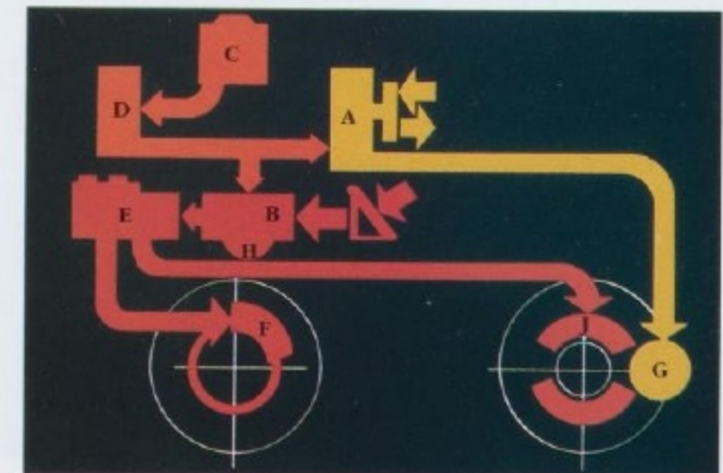
Hydraulic fluid is contained in the Reservoir (C) to provide fluid to the Brake System Pump (D). Engine revolutions activate the brake pump, which in turn supplies hydraulic fluid to the Hydro-Max Booster (B).

When the brake pedal is depressed, the Hydro-Max Booster relays the pedal force to the Master Cylinder (E). On single rear axle vehicles, the forward compartment of the Master

Cylinder provides fluid under pressure to operate the Front Disc Brakes (F) while the other compartment activates the Rear Drum Brakes (G).

In the event of system malfunction or engine shut-down, the Electric Motor Reserve Pump (H) automatically actuates to provide braking power.

Like air brakes, the Push-Pull Knob on the dashboard (A) sets the rear wheel parking brakes (G), eliminating the need for foot and hand operated parking brake lever. Since the system is hydraulically activated, brake-release is practically instantaneous, without the need for air pressure build-up.



Comfort And Convenience Begins Before You Take The Wheel



It's Called Human Engineering

F-Series 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 driveability.

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 while improving operating efficiency and cutting fatigue.

The instruments are easy to see and read, and controls placed within convenient reach. The floor area is uncluttered—heater and optional air conditioning unit are built-in with most components located outside the cab in the engine compartment.

The parking brake knob on the instrument panel eliminates the need for a foot-actuated parking brake pedal or hand lever. The ignition switch is located on the steering column, as is the lever for the optional automatic transmission. These all add up to added leg room and comfort.

Power steering is standard, for maneuvering ease, shorter trip times and reduced driver fatigue. The large windshield and hood design provide good forward visibility. In addition, you have your choice of two attractive and functional cab trim levels.

Standard Interior (Shown Above Right With Optional Individual Seats)

includes: • All-vinyl seat trim in two attractive colors—Charcoal and Chestnut • Color-keyed door panels • Armrests with integral door latch handle • Reversible key locks • Deluxe instrument cluster on black panel • Glove box door with horizon-



tal hold position and coin/token slots, plus two cup depressions on the inner side • Ashtray • Coat hook • Dome light • Door courtesy light switches • Driver's sun visor • Retractable outboard seat belts.

Custom Hi-Level Trim (Shown Opposite Page)

Good looking, yet durable and functional with outstanding comfort and convenience, the Custom Hi-Level Trim includes: • Door panels color-keyed with brushed aluminum insert, bright molding and carpeting on lower portion of panel • Color-keyed head-liner trim and garnish moldings • Back-of-cab carpet • Polyknit vinyl seat trim, color-keyed in Charcoal or Chestnut • Folding seat-back • Cigarette lighter • Full-length black floor mat with insulation.



Instrument Panel

Easy-to-read instrument panel features:

- Push-pull parking brake knob



- Warning lights and buzzer for low oil pressure, low coolant level, and high coolant temperature (standard w/Ford Diesel; optional w/other diesels)
- Maintenance-free electronic speedometer
- Convenient climate controls



Electronic Stereo Radio

- Liquid crystal display
- Backlighting
- Electronic tuning
- Local/long-distance tuning switch
- 6-button/18-station memory
- Seek-up/seek-down
- Separate bass/treble controls
- Slide-in/lock-in installation

Easy To Service

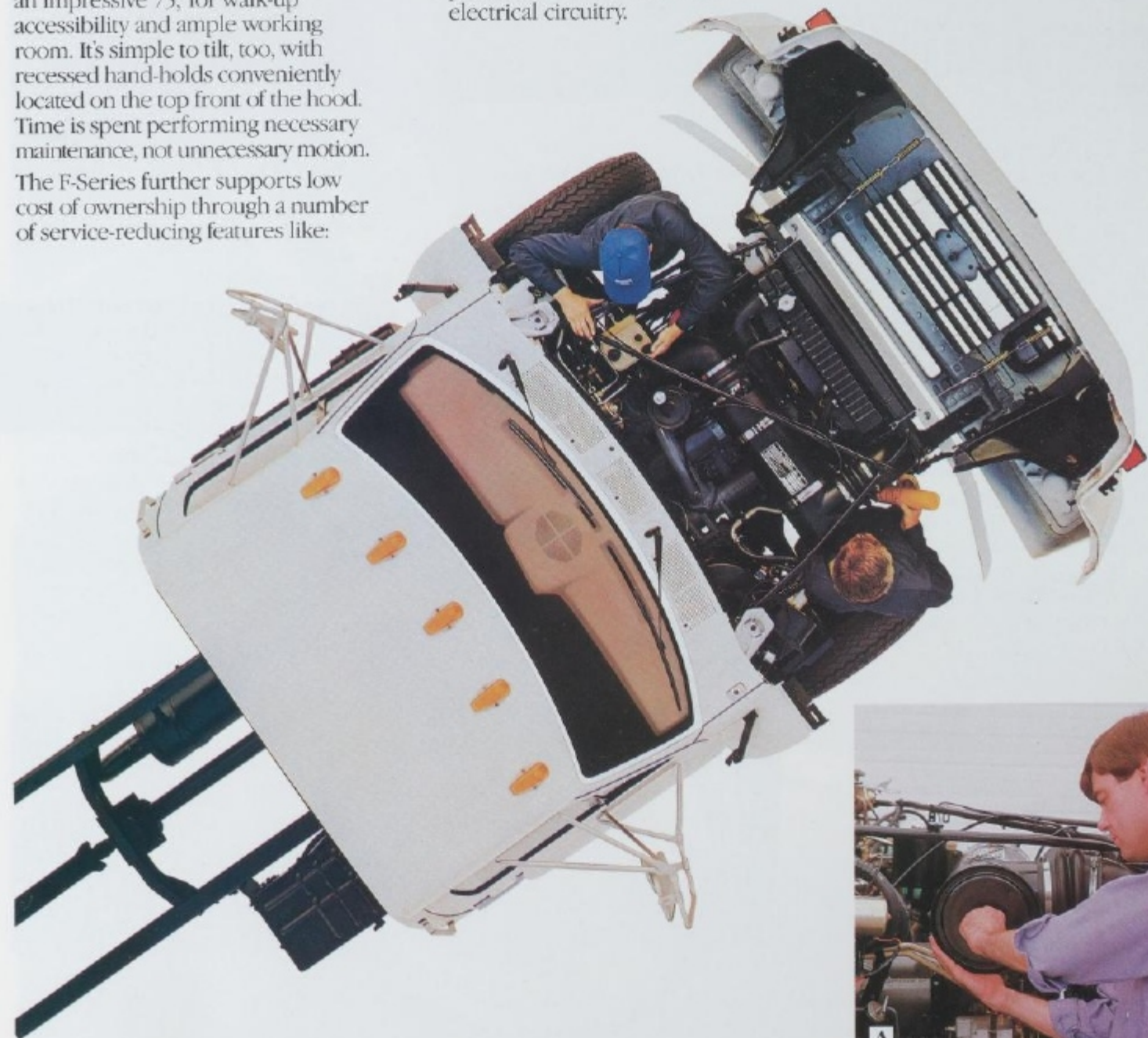
75° Tilt-Hood Option

Downtime is wasted time. And income lost. The F-Series is designed for ease of service, keeping routine maintenance to a minimum.

The standard alligator hood opens a full 53° for good service access. The optional tilt-hood cab opens wide—an impressive 75° for walk-up accessibility and ample working room. It's simple to tilt, too, with recessed hand-holds conveniently located on the top front of the hood. Time is spent performing necessary maintenance, not unnecessary motion.

The F-Series further supports low cost of ownership through a number of service-reducing features like:

- Maintenance-free batteries.
- Water recovery reservoir allows easy check of coolant levels (on gasoline models).
- Standard heater core and blower motor are accessible from outside of cab for service ease.
- Removable instrument panel pad provides access to most of the electrical circuitry.
- Color-coded fuses are hand-removable.
- Quick-disconnect type electrical harness connectors facilitate front-end assembly removal.
- Wiring corridors reduce circuit length and protect wiring from physical exposure.



Keeping Your Truck On The Road And You In Business

F-Series Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle				
F-600-800 Gas	12	Unlimited	No Charge	No Charge
F-600-900 8.2L	12	Unlimited	No Charge	No Charge
F-600-900 Ford Diesel	12	Unlimited	No Charge	No Charge
F-7000-8000	12	Unlimited	No Charge	No Charge
Drivetrain*				
F-600-800 Gas	24	Unlimited	50%†	50%†
F-600-900 8.2L	24	Unlimited	50%†	50%†
F-600-900 Ford Diesel	24	Unlimited	50%†	50%†
F-7000-8000	24	Unlimited	50%†	50%†
Frame	60	Unlimited	50%†	50%†
Cab Corrosion	36	Unlimited	No Charge	No Charge

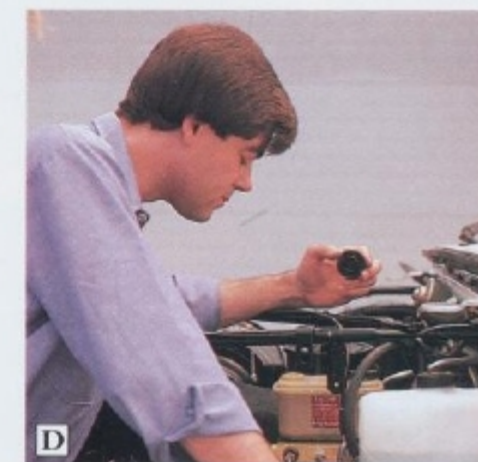
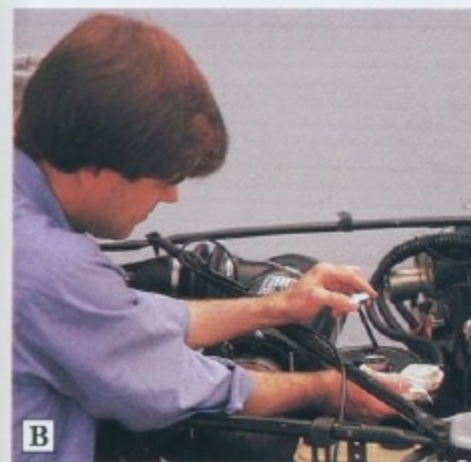
*Excludes clutch lining. †No charge first 12 months. 50% between 12 months and time coverage on warranty.

A Decade Of Ford Toughness: Nearly 700,000 Trucks Sold... 500,000 Still On The Road!

Ford sold almost 700,000 heavy trucks in the 10-year period preceding July, 1984. As you can see from the accompanying chart, over 500,000 of these trucks are still on the road. In fact, over 75% of Ford big trucks (Classes 6-8) sold during that period are still on the job.

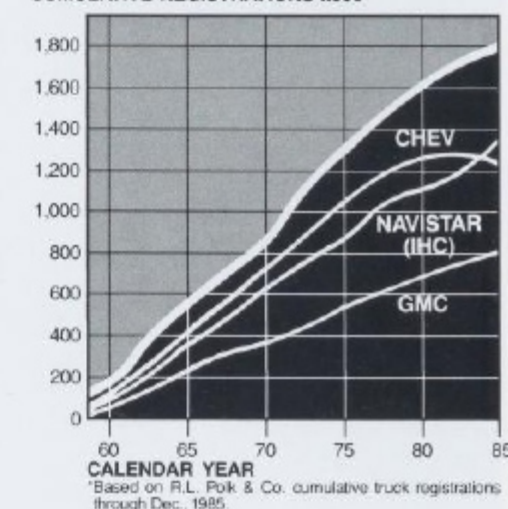
Reduced Downtime

The F-Series is designed to reduce downtime. Maintenance and service checks—shown below on a Ford Diesel engine—can be carried out quickly, helping to keep your truck on the road and you in business: (A) air filter (B) fluid systems (C) oil level and (D) brake fluid.



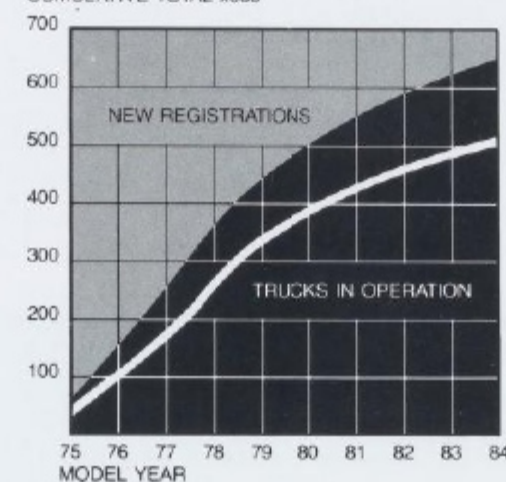
Ford—America's Medium Truck Sales Leader

CUMULATIVE REGISTRATIONS x000



Ford Medium And Heavy Truck Registrations And Trucks In Operation By Model Year 1975-1984 (June)

CUMULATIVE TOTAL x000



Ford Full Parts And Service Support
Ford backs your F-Series truck with a network of parts and service centers supporting over 260 Ford Heavy Truck dealers nationwide.*

Ford Parts and Service Division also provides technical service training and publications, special service tools and equipment, and technical service assistance.

*Nearly 600 Ford Dealers nationwide are Ford Diesel engine certified.

Ford F-Series Specifications

SERIES	SINGLE-AXLE SERIES						TANDEM AXLE SERIES		
	F-600	F-700	F-700 (4x4)*	F-800	F-7000	F-8000	FT-800	FT-8000	FT-900
GVWR (lb.)	Max. 22,000	30,000	24,000	35,000	30,000	35,000	50,000	50,000	50,000
GCWR (lb.)	Max. —	60,000	—	70,000	60,000	65,000	60,000	65,000	80,000
AXLE, FRONT	Std. 6,000	7,000	7,500	7,000	7,000	7,000	12,000	12,000	12,000
Rating (lb.)	Opt. 7,000	7,000	—	7,000, 9,000	7,000	7,000, 9,000	—	—	—
AXLE, REAR	Std. 15,000	17,500	17,500	21,000	17,500	21,000	34,000	34,000	34,000
Rating (lb.)	Opt. 13,000	17,500	—	21,000	17,500	21,000	34,000	34,000	34,000
Service Split System	Std. Split-Hyd.	Split-Hyd.	Split-Hyd.	Split-Hyd.	Split-Hyd.	Split-Hyd.	Air Front/Rear	Air Front/Rear	Air Front/Rear
ENGINES	Std. 6.1L (370)	6.1L (370)	6.1L (370)	6.1L (370)	3208N—	3208N—	6.1L (370)	3208T—	Ford Diesel
370-4V and 429-4V Gasoline available in LP-Gas version*	Opt. 6.1L (370)	6.1L (370)	8.2L-N—	7.0 (429)	3208T—	3208T—	7.0L (429)	3208T—	8.2L-T—
TRANSMISSION*	Std. 4-Spd.	4-Spd.	5-Spd. Δ	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.
FRAMES	Std. 7.6 SM	10.2 SM	10.8 SM	10.2 SM	10.2 SM	10.2 SM	15.9 SM	15.9 SM	15.9 SM
RBM = SM x Yield Strength	Max. 18.0 SM	18.0 SM	—	15.9 SM	18.0 SM	15.9 SM	26.5 SM	26.5 SM	26.5 SM
SUSPENSION FRONT	Std. 6,850	7,000	7,500	7,000	7,000	7,000	12,000	12,000	12,000
SUSPENSION REAR	Std. 15,000	17,500	17,500	17,500	17,500	17,500	U-340#	U-340#	U-340#

*Special Order. **200 hp. in California. #Wide range of optional transmissions—see your Ford Dealer. ΔRokwell T-233-C16 transfer case. ▲California only. †Not available in California. #Aluminum optional. ‡Combined ratings. Larger optional axles have matched springs—see your Ford Dealer. §Low deflection for 21,000-lb axle. ¶For 12,000-lb axle. (D) = Diesel.

Dimensions

Tandem Axle Model

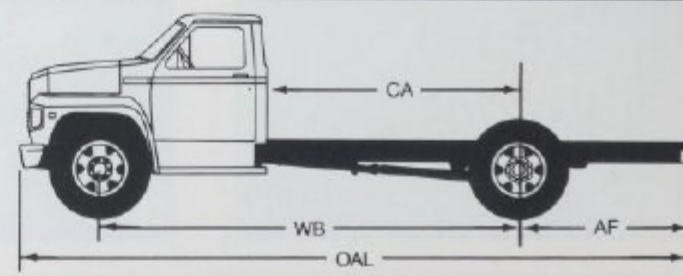
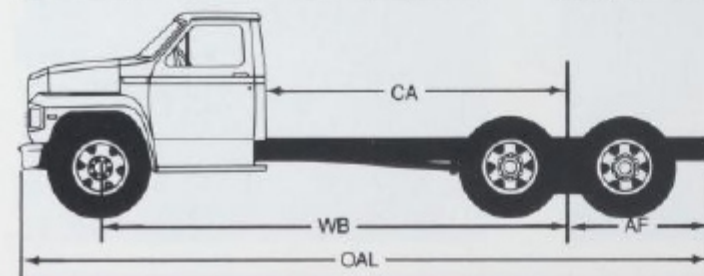
WB	CA	AF	OAL
154"	84"	55"	242"
178"	108"	63"	274"
190"	120"	75"	298"
196"	126"	75"	304"
214"	144"	75"	322"
238"	168"	130"	401"

F-800 and F-8000 with 10,000 and 12,000 lb. Front Axles

WB	CA	AF	OAL
142"	72"	39"	214"
154"	84"	43"	230"
178"	108"	63"	274"
190"	120"	75"	298"
196"	126"	75"	304"
214"	144"	75"	322"
238"	168"	130"	401"

Single Rear Axle Model

WB	CA	AF	OAL
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"



Chassis Optional Equipment

- Air cleaner—HD dry type with restriction indicator (with gas and 8.2L-N engines)
- Alternators—60, 75 or 90 amp. Motorcraft or Motorola 130 amp.
- Aluminum rear hubs*
- Battery (12 volt) maintenance-free (one gas/LPG), two or three (diesels)
- Centrifuse front and rear brake drums (NA with all axles)
- Engine shutdown system
- Engine block heaters (600, 700, 800, 900 Series)
- Engine oil cooler (included with some engines)
- Fan clutch (included with diesels)
- Fuel tanks:
 - 18-gal. (NA with gas engines)
 - 35-gal. steel step RH and/or LH
 - 50-gal. steel step RH and/or LH
 - Mixed 35-gal./50-gal. RH or LH
- Moisture ejectors, automatic (non-heated) with air brakes
- Provision for front-mounted PTO**
- Shock absorbers
- Vertical exhaust (with diesels)
- Wet-type wheel seals

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—cab models (required with Ford Diesel engine warning system and all Ford Diesels)
- Radios:
 - AM—Pushbutton
 - AM/FM stereo—Electronic
 - AM/FM stereo with cassette deck—Electronic
- Seats, individual non-suspended or Bostrom Viking T-Bar
- Stainless steel western mirrors and convex auxiliary mirrors, with or without lights
- 3-Point (lap/shoulder) safety belts
- Tilt Hood
- All-tinted glass

*NA F-600 Series
**Available on 7.0L (429) V8 and diesels.
NA with tilt hood.

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.



With Ford, You're Never Far From Home!

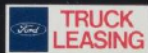


Toll-Free Sales & Service Hotline

Call toll-free 1-800-FORD 1ST (367-3178)* for information concerning F-Series sales, parts and service facilities. 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.

- Regional Sales Offices
- District Sales Offices
- Parts Distribution Centers
- Heavy-Duty Truck Dealers



FORD PARTS AND
SERVICE DIVISION



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FTO-3105 Litho in U.S.A. 8/86

FORD F-SERIES

TRUCK OPERATIONS

