

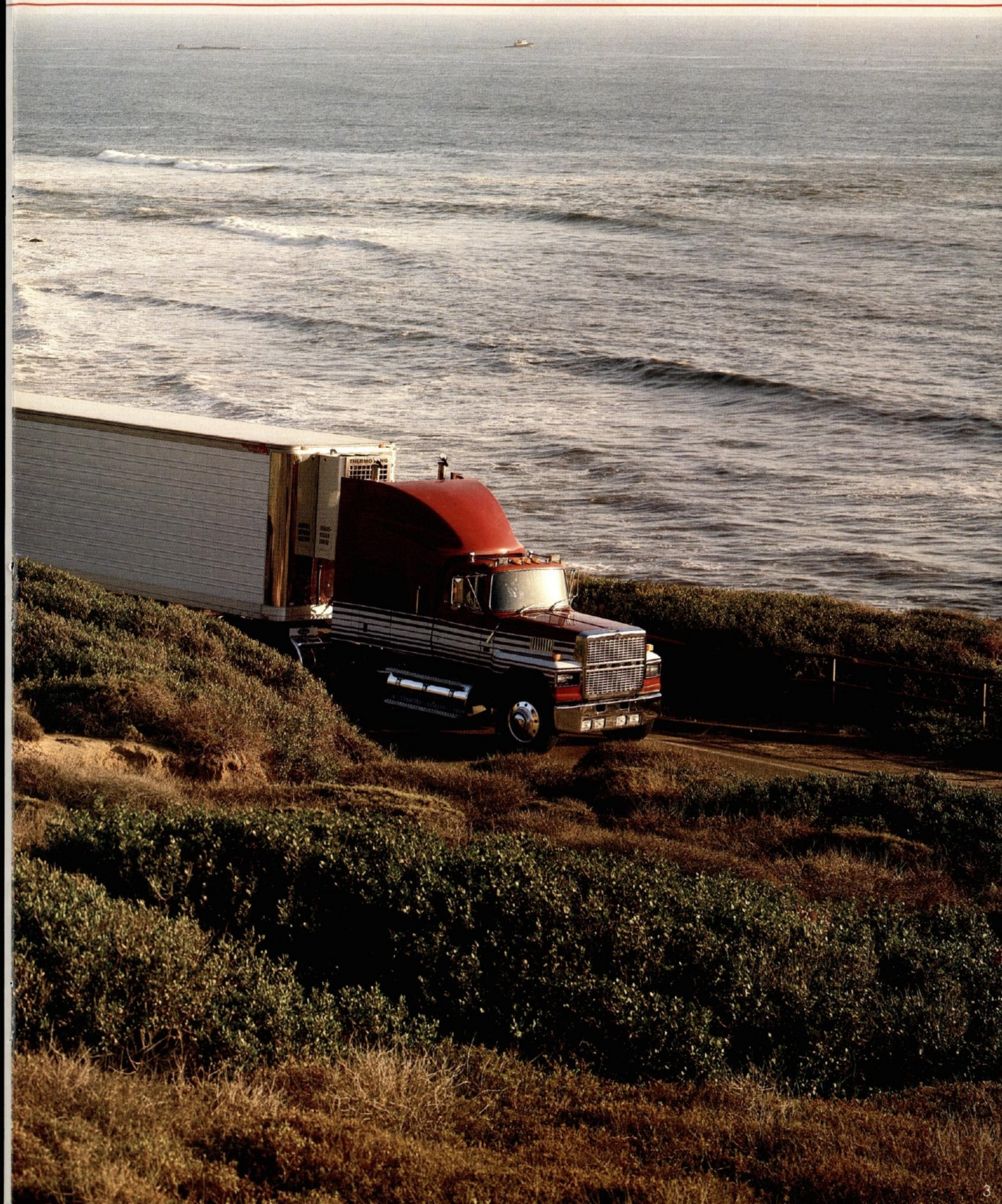
# FORD **AEROFORCE**







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





# THE FORD AEROFORCE

**A**eroForce. It's the name we've given to our aerodynamic linehaulers: the LTL-9000, AeroMax, the CLT-9000 and the L-9000 Series.

But AeroForce is more than a name. It's optimized aerodynamic design. It's economy engines from Caterpillar and Cummins up to 444 horsepower—some featuring electronic engine controls: the Cat PEEC

system and the Cummins PT Pacer. It's Ford Tough construction. Modern Penthouse and AeroBullet sleepers. Components from premium suppliers like Rockwell and Fuller.

AeroForce is also the latest in computer technology—like the Ford Truck Performance Predictor. It's the Work-Ready Program that guarantees quick delivery on job-proven, pre-engineered units—with Extended Service Coverage at no extra charge.

## NEW CAT ENGINES FOR 1990

Caterpillar's new, electronically controlled 3176 engine will be available in the Ford AeroForce (except CL/CLT-9000) for 1990 in 250/275/300/325 HP versions.

The 6-cylinder, 10 liter, in-line

3176 weighs from 700 to 900 pounds less than comparable 14 liter engines, making it appealing in weight-sensitive applications.

## ELECTRONIC ENGINE CONTROLS

Selected Caterpillar 3176 and 3406 diesel engines feature Programmable Electronic Engine Control (PEEC) for improved performance and fuel economy. The Cummins L-10 and NTC offer an optional electronic governor—PT Pacer.

These systems allow you to tailor your engine's performance to your own applicational requirements. Programmable parameters include: low idle rpm; maximum road speed; engine/gear speed limiting plus speed control.

A built-in security password system can be reprogrammed at any time by authorized personnel to meet changing operating conditions.

PEEC and PT Pacer are ways of implementing the AeroForce guideline "to gear fast and run slow" as a means of attaining fleet fuel objectives and keeping drivers within desired speed limits.

## NEW SLEEPERS FOR 1990

All AeroForce sleepers—the AeroBullet, the Penthouse and the Flat Top—have been redesigned and reengineered for 1990 to include reinforced fiberglass roof structures and Coach-Joint construction. Benefits to you include reduced weight, added strength, easier painting

and refinishing plus simplified repairs. See pages 24-25 for details.

## IT PAYS TO BELONG

Computerized engine technology and advanced sleeper design are just part of the AeroForce story. The rest of this brochure paints the entire picture. If your truck or fleet doesn't measure up, maybe it's time to consider Ford. Maybe it's time to join the AeroForce. It pays to belong.

*Shown below, the  
AeroForce CLT-9000,  
LTL-9000  
and AeroMax.*





# LTL-9000

**T**he LTL-9000 is the AeroForce premium line-hauler. A proven performer, it has the appearance and performance characteristics that have helped make it one of the increasingly popular Class-8 line-haulers on the road. The single-axle LL-9000 is ideal for big volume, low weight applications like bulk-mail delivery.

## THE AEROFORCE. IT PAYS TO BELONG

As much as 50% of the power required to move a truck down the highway at legal speeds can be spent overcoming wind resistance. That's more than wasted energy. That's lost money.

An LTL-9000 equipped with the all new wedge-shaped AeroBullet Sleeper or a Rudkin-Wiley Aerodynamic Improvement Package can help minimize that loss.

The AeroForce Package features adjustable cab side extenders and roof fairing to help move the air around and over your trailer in an aerodynamically efficient pattern for improved performance and fuel economy.

If you're not satisfied with the mpg you're getting from your line-haul truck or fleet, look to the LTL-9000. Join the Ford AeroForce. It pays to belong.

## A POWERPLANT FOR ANY JOB

Whatever your power require-

ments may be, the LL/LTL is there to meet them. Choose from a wide number of Caterpillar and Cummins engines up to 444 horsepower—all with modern aftercooling systems for increased combustion efficiency and reduced emissions.

The Cummins L-10 (OA) Formula 270 is standard, the 300 optional. Other offerings include the L-10 Power Torque at 270 and 300 HP; the Big Cam IV (OA) in the Formula and NTC Series from 300 to 444 HP; and the Cat 3406B (ATAAC) Series from 310 to 425 HP; plus the Cat 3176 (ATAAC) Series from 275 to 325 HP. Select Cat engines feature Programmable Electronic Engine Control (PEEC). See pages 26 and 33 for details.

## EFFECTIVE PAYLOAD CAPACITY

Don't be misled by manufacturer claims for lightweight trucks. Check out the design of the LTL-9000. By setting components like fuel tanks, air tanks and battery boxes forward under the cab, the LTL-9000 is able to load enough weight onto the front axle to allow you to pull the payloads that will keep you competitive in today's market.

*New for 1990—the LTL-9000 can be spec'd with the Cat 3176 (ATAAC) diesel engine featuring an Electronic Control Module (ECM). ECM allows for programmable low idle RPM, progressive shifting limits, maximum road speed, speed control and PTO parameters.*







**W**hether you're stopping for the night, or lying over for the weekend, when it's time to put the road behind you, you'll appreciate the luxury of an AeroForce sleeper.

#### FIRST-CLASS ACCOMMODATIONS

All AeroForce sleepers have been redesigned and reengineered for 1990. For premium comfort, choose either the 42- or 60-inch Penthouse in Standard or Hi-Level trim. The 42- and 60-inch wedge-shaped AeroBullet, shown above and on page 9, features over seven feet of interior headroom.

See pages 24-25 for a detailed list of sleeper features.

*The 60-inch AeroBullet sleeper features over seven feet of interior stand-up room.*



#### WHEELBASE OPTIONS

The LL/LTL-9000 features 234- and 258-inch wheelbases as regular production options. The benefit—increased vocational versatility and suitability for operators utilizing 60-inch sleepers.

#### FULLER 9-SPEED OVERDRIVE TRANSMISSION FEATURES ECONOMICAL AND SIMPLE OPERATION

The Fuller RTX-14609B 9-speed overdrive transmission is available in the LL/LTL-9000 Series.

The RTX-14609B is characterized by a familiar "H" shift pattern—a benefit that pays off in operating ease and reduced driver fatigue.

In addition, the Fuller 9-speed helps meet the needs of operators in the market for economical powertrains as an alternative to more complicated and costly 10- and 13-speed units.

#### HENDRICKSON AIR-RIDE SUSPENSIONS

Two Hendrickson air-ride suspensions—the 36,000-pound HA-360 and the 40,000-pound HA-400—are available on the LTL-9000.

Both are of low-maintenance design and feature nodular iron casting of key components for lightweight strength. Both are intended for use with the Rockwell RT-40-145 or RT-40-145P rear axles.

*Effective weight distribution is accomplished in part by setting LTL components like fuel tanks forward under the cab.*



# AEROMAX

Introduced in 1988, AeroMax is the most fuel-efficient Class-8 conventional in the Ford AeroForce.

AeroMax features a set-back front axle and is available in single and tandem-axle configurations with GCWR's (turnpike) up to 138,000 pounds and frames up to 1,749,000 RBM rating.

## CAN YOU AFFORD TO OPERATE ANYTHING LESS?

Whether you own one truck or one hundred, how well you do in the trucking business might well depend upon the truck you operate.

Ford designed AeroMax to meet the business needs of today's trucker. We couldn't afford to build anything else. Can you afford to operate anything less?

Take a good look at the AeroMax story. It makes sense. Business sense.

## SET-BACK SUPERIORITY

Along with the LS-9000, AeroMax leads the field in set-back front axle design. AeroMax and the LS-9000 transfer a greater percentage of their load to the front axle than any competitor. (See page 18 for details.)

## 53-FOOT TURNING DIAMETER

AeroMax is not only the most fuel-efficient conventional in the AeroForce fleet, it's also the most

maneuverable as well, along with the LS/LTS-9000.

The LTAs 53.3-foot tire-to-tire turning diameter (with power steering, 12,000-pound aluminum front axle and 84-inch CA) is over 6 feet less than a comparable LT-9000. Plus, its swept-back fenders and bumpers improve wall-to-wall clearance.

Getting to an inner-city destination on time is one thing. Getting around tight loading docks and narrow city streets is another. If good maneuverability is high on your list of requirements, AeroMax, with its set-back front axle and tight turning radius, might be just what you're looking for.

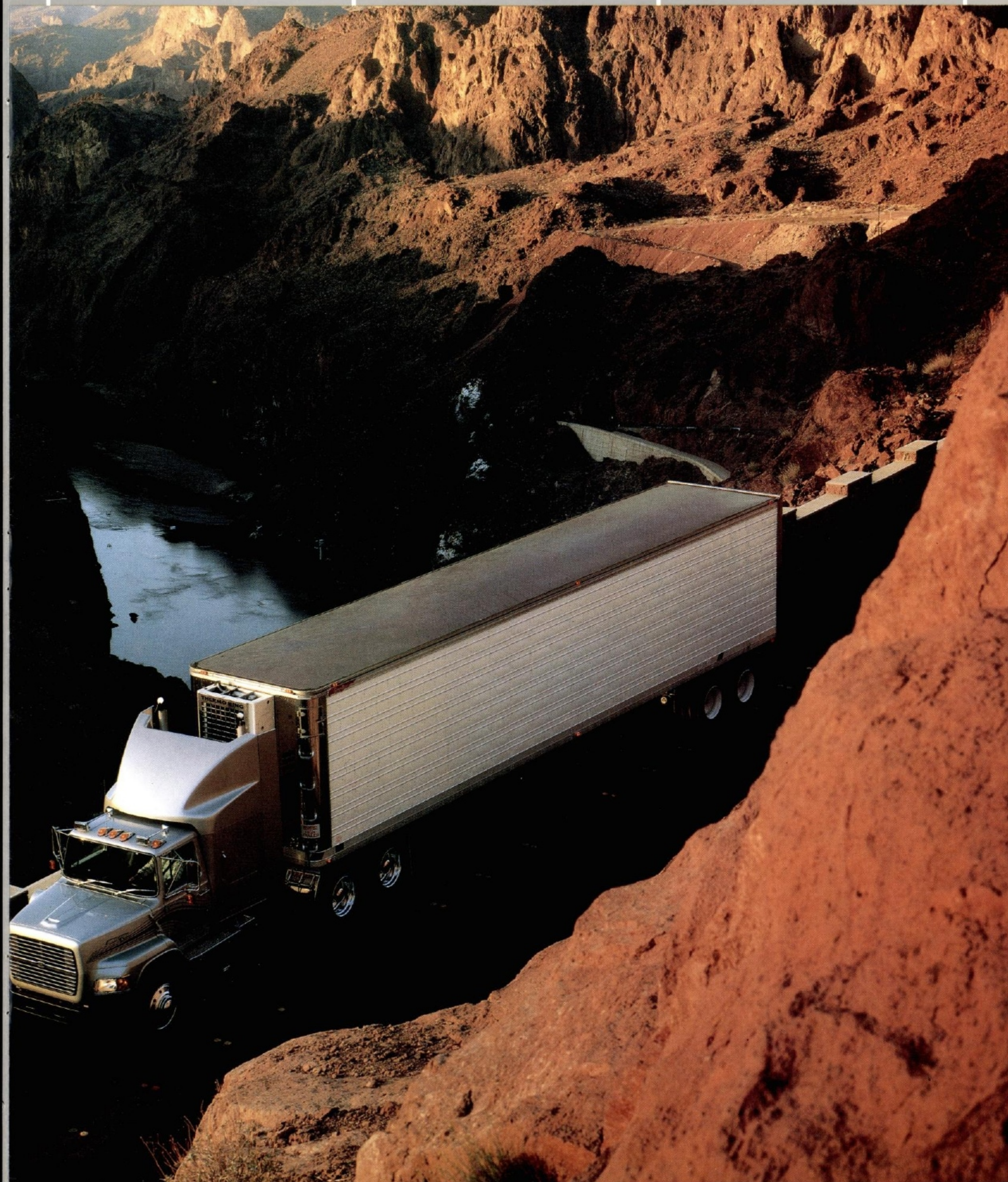
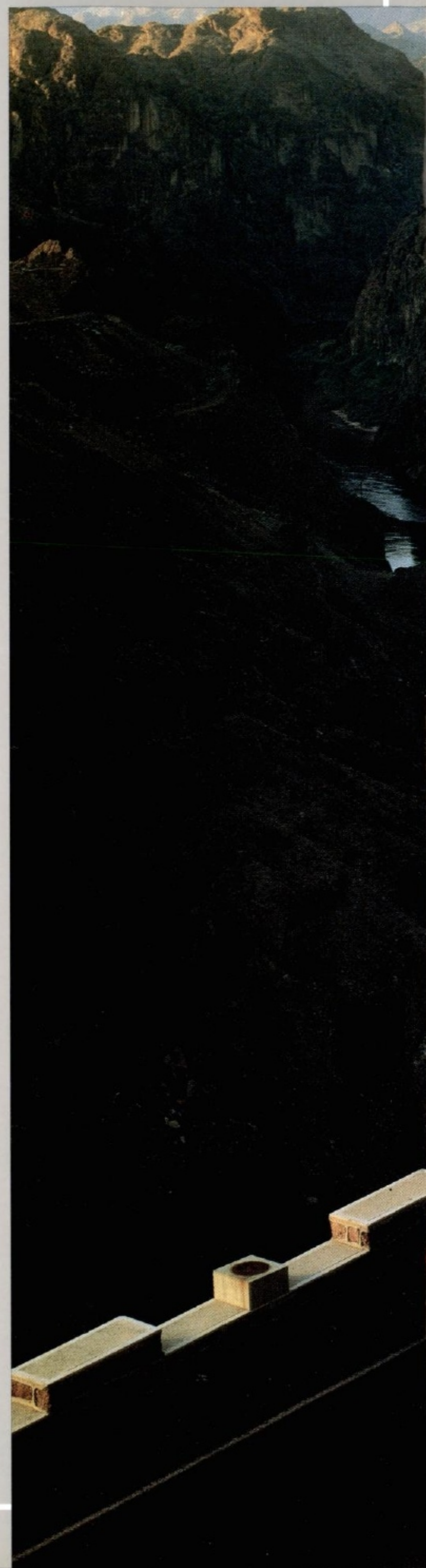
## SLEEPER OPTIONS

When it's time to put the road behind you, you'll appreciate the spacious luxury of an AeroBullet Sleeper.

Redesigned for 1990, and available in 42- and 60-inch models, the AeroBullet Sleeper features a wedge shape for optimized aerodynamics, roof fairings, cab side extenders—plus over seven feet of interior headroom space.

Other sleeper options include the 34-, 42- and 60-inch Flat-Top models plus the 42- and 60-inch Penthouse. See pages 24-25 for interior details.

*AeroMax is the most fuel-efficient conventional in the Ford AeroForce.*







**A** major part of the AeroMax fuel economy story lies in what engineers refer to as air management (measured by drag coefficient). Air management is the science of directing air not only over, but more importantly around, a vehicle for more efficient highway operation and increased fuel economy.

#### COMPLEX WORDS FOR A SIMPLE IDEA

Aerodynamics. Air management. Drag coefficient. Complex

engineering for something very simple—fuel savings. That's really what AeroMax is all about. The aerodynamic features built into it are there for only one purpose. To help lower your operating costs and keep you competitive.

#### OUR BEST JUST GOT BETTER

With the addition of the Caterpillar 3176 diesel engine to the Fuller RTO-14715 15-speed transmission as regular production options, AeroMax for 1990 is a great choice for today's demanding trucker.

The Fuller 15-speed overdrive transmission gives AeroMax more of the powertrain muscle required by certain linehaul operations where some fuel economy must be sacrificed for pulling power.

AeroMax for 1990. Our best just got better.

#### SET-BACK FRONT AXLE DESIGN

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.



#### MORE COMFORTABLE RIDE

The set-back front axle design of AeroMax does more than contribute to effective weight distribution and improved maneuverability.

AeroMax provides outstanding riding comfort—by loading front springs to their designated operating range and by taking



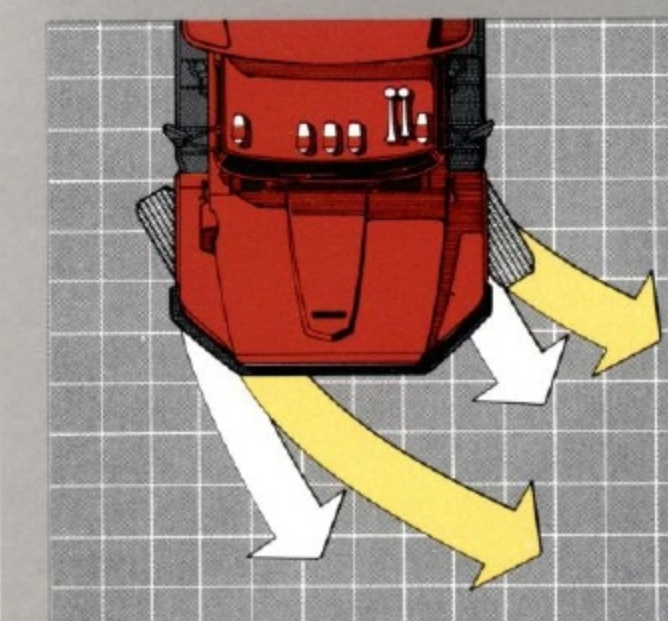
advantage of the set-back front axle's favorable positioning relative to chassis and payload weights. That's a big plus over the long haul.

**Aero headlights with integral flush turn signals** improve air flow around the fenders.

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

**Wheel-opening fairings** help prevent air from spilling into and out of the wheel well area, thereby reducing turbulence.

**Forward-mounted dual integral fuel tanks** contribute to efficient weight distribution. Lightweight cylindrical fuel tanks are available as an option.



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

**A turning diameter as small as 48.4' (LA w/131" WB and 12,000 lb. front axle)** helps provide AeroMax with the maneuverability needed to operate around loading docks. Plus, its swept-back fenders and bumpers improve wall-to-wall clearance.

This feature, along 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.

AeroMax transfers a greater percentage of its load to the front axle than any competitor—including the Kenworth T600—helping you maximize payloads and meet Bridge Formula requirements.



# CLT-9000

**F**or unconventional performance, maneuverability and ride, choose the job-proven CLT-9000. Spec'd out with an Aerodynamic Equipment Package, it has the Ford AeroForce attitude. Elite. Polished. Contemporary.

## AERODYNAMIC EQUIPMENT OPTIONS

The CLT-9000 is offered with two aerodynamic package options.

The Aerodynamic Improvement Package includes roof reinforcements, roof fairing, cab side extenders and trim tabs.

The Roof Fairing Package includes roof reinforcements plus a fiberglass fairing and adjustable top panel.

## 4-POINT AIR-RIDE SUSPENSION

You'll have to drive a CLT-9000 to appreciate the advantages of its 4-point air-cab suspension. It virtually isolates the driver from chassis noise and vibration. Add the optional rear axle air-ride suspension and air-ride driver and passenger seats for optimum luxury.

Rear suspensions include the Hendrickson HA-360 and HA-400, rated at 36,000 and 40,000 pounds. Plus the Neway ARD-244-6 at 44,000 pounds.

Ride the air with the CLT: 4-point air-ride cab suspension, air-ride driver and passenger seats, air-ride rear suspension. Be a member of the elite. Drive a CLT-9000.

## PREMIUM DIESELS FROM CATERPILLAR AND CUMMINS

Like the other units in the AeroForce, the CLT-9000 is powered by a variety of aftercooled engines from Caterpillar and Cummins.

The Cummins L-10 (OA) Formula 270 is standard, the Formula 300 and Power Torque 270/300 are optional. Other options include the Cat 3406B Series—from 350 to 425 horsepower; the Cat 3406B Economy Series—from 310 to 400 horsepower. And the Cummins Big Cam IV (OA) Formula and NTC Series from 300 to 444 horsepower. Selected Cat engines feature Programmable Electronic Engine Control (PEEC)—late availability.

## RTX ECONOMY TRANSMISSION

Along with other vehicles in the AeroForce, the CLT-9000 can be spec'd with the Fuller 9-speed over-drive RTX transmissions.

The RTX features a simplified "H" shift pattern and provides an economical alternative to more complex 10- and 13-speed transmissions.

*The CLT-9000, shown here with the 110" BBC, has the AeroForce attitude. Elite. Polished. Contemporary.*





**T**ake a good look around America's highways. We think you'll agree. There's not a richer looking cab-over on the road than the

CLT-9000. It's got the AeroForce attitude. Elite. Polished. Contemporary.

The CLT says a lot about the quality of the business people who drive them. And the quality of their operation.

It says you're a trucker because you want to be. Not because you have to be. You've mapped your own road. You live by choice.

That's why the CLT offers such an incredible number of choices—not only in things like engines, but in trims, in paints, in seats, in cab and chassis options.

#### ANY COLOR AS LONG AS IT'S BLACK

Candyapple Red. Holly Green. Wild Strawberry. Black/ Bronze Opalescent. Bahama Blue.

Ford offers you a choice of 16 Standard and 14 Clear-Coat Glamour paint colors on the CLT-9000 cab and another six on the frame.

And, for a bold flair, a "Lightning" or "Soft Fan" cab design in Multi-Tone or Tu-Tone colors.

Of course, you can always have

your truck painted to your own specifications.

#### CLT INTERIORS

The CLT interior is a great place to work. Start with the seats. The CLT offers a choice of 16 National and Bostrom individual Lo- and High-Back seats. Mechanical or Air-ride.

#### OPTIONAL TRIM PACKAGES

Three "Dress-Up" packages can be purchased for the CL/CLT series—featuring many exterior and interior trim and appearance items (Custom Hi-Level Interior and Custom Hi-Level Exterior), paint designs and multitone color combinations. These three option packages are available individually or in combinations.

#### CUSTOM HI-LEVEL INTERIOR

(Optional with 64" and 88" BBC; included w/110" BBC)

- ☐ One of two unique interior colors (chestnut or charcoal) ☐ Floor and engine cover carpeting (30 oz.) cut pile ☐ Floor mats, dual-black ☐ Color-keyed sleeper curtains ☐ Deluxe perforated trim panels ☐ Sleeper compartment wardrobe and convenience tray (110" BBC)

- ☐ Sleeper compartment convenience tray (88" BBC) ☐ Sun Visors, L.H., Center and R.H. ☐ National Cush-N-Aire Lo-Back deluxe trim driver's seat ☐ National Companion Lo-Back deluxe trim passenger seat, fixed base (includes R.H. ash tray, R.H. dome light, R.H. doormap pocket w/lamp) ☐ Argent painted sleeper vents ☐ Brushed aluminum appliques on instrument panel module covers and passenger side trim and sleeper compartment control panels ☐ Sport type steering wheel—21" ☐ Sleeper bunk bright finish front moulding ☐ Sleeper cigar lighter (12 volt power source) and ash tray ☐ L.H. reading lamp in sleeper ☐ R.H. vanity mirror/lamp in sleeper ☐ "Simmons" inner-spring mattress with color-keyed cover ☐ Carpeted stowage compartments w/lamps ☐ Full width, 2-piece, sliding sleeper poly-knit curtain

#### MULTI-TONE PAINT SCHEMES

(Optional with 64", 88" and 110" BBC)

- ☐ Choice of 2 paint designs ☐ Choice of 10 multitone color combinations ☐ Color co-ordinated chassis



#### CUSTOM HI-LEVEL EXTERIOR

(Optional with 64" and 88" BBC; included with 110" BBC)

- ☐ Dual west coast stainless mirrors w/stainless aux. convex mirrors ☐ Bright turn signal mounting base ☐ Bright aluminum bumper ☐ Bright muffler, stack and elbow (3 items) ☐ Quad rectangular headlamps with bright trim rings ☐ Dual Hadley air horns with covers (NA. w/64" BBC) ☐ Rectangular Dietz roof marker lights ☐ Bright grille

Since its introduction, the CLT-9000 has been among the leaders in aerodynamic cabover design.

Its smoothly rounded contours, sloped windshield, recessed steps and grab handles are all engineered to help cut drag and improve fuel economy.

Today's sophisticated Aerodynamic Packages—available on 64"/88"/110" BBC cabs—maximize the aerodynamic qualities indigenous to the shape of this AeroForce cabover.

*Leave the ground behind with the CLT's optional 4-point air-ride cab, air-ride passenger and driver's seats plus a choice of air-ride suspensions.*



# L-9000 SERIES

**T**he AeroForce L-9000 Series includes the conventional L/LT-9000, the set-back LS/LTS-9000 and the short-nose LN/LNT-9000. With a variety of configurations plus GCWRs up to 138,000 pounds (turnpike rating), the L-9000 Series covers a broad range of line-haul applications.

## SET-BACK FRONT AXLE LEADERSHIP

There's more to the Ford AeroForce story than fuel economy. There's innovation backed by years of engineering know-how.

For example, when it comes to set-back front axle technology, nothing beats Ford experience. We've been in the business for

nearly two decades—since we introduced the first-generation Louisville Line cabs in the early 1970's.

The chart below illustrates how the set-back LS-9000 and AeroMax stack up to the best of the rest, including the Mack CH600.

Don't be misled by figures that indicate merely how far the front axle of any given truck is set back. The key to set-back front axle effectiveness lies in the FABC (front-axle-to-back-of-cab). This dimension, added to the CA (cab-to-axle) determines the wheelbase. A shorter wheelbase transfers more payload to the front axle.

The LS and AeroMax are tops in their class in the amount of load they transfer to the front axle—a 150-pound advantage over the Kenworth T-600.

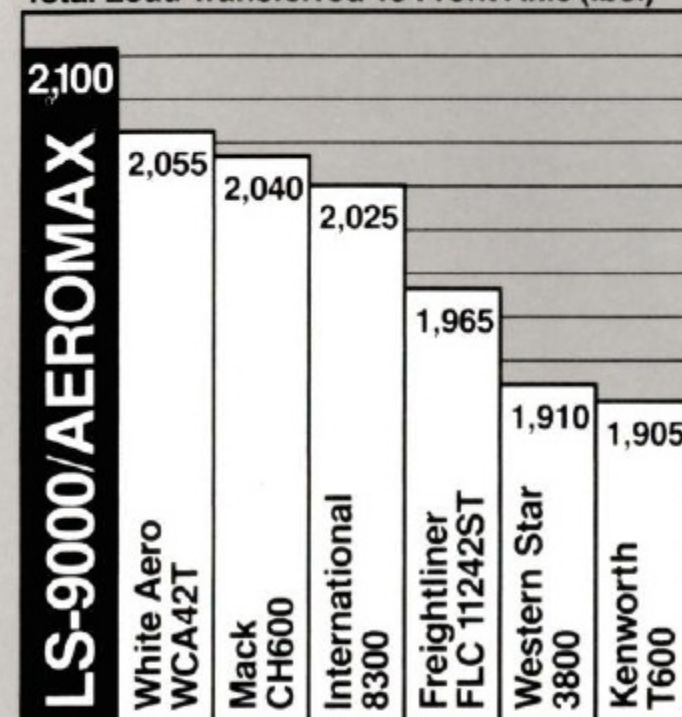
## INCREASED MANEUVERABILITY

Set-back advantages don't end with better weight distribution. The shorter wheelbase of the set-back series means tighter turning radii and improved maneuverability.

The 53.30' turning diameter of the LS-9000 (with power steering, 12,000 lb. aluminum front axle and 84" CA) is over 6' less than a comparable LT-9000.

## LS-9000/AeroMax Top The Competition\*

Total Load Transferred To Front Axle (lbs.)



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

*All L-9000 Series AeroForce trucks can be spec'd with the Aerodynamic Equipment Package, shown right on an LNT-9000.*







## THE WORKING ENVIRONMENT

**T**ruckers spend a lot of time behind the wheel. That's why it's important to have the best seat in the house.

In the AeroForce you have a choice of 16 National and Bostrom seats, including Cush-N-Aire, and 715-E Series, plus three trim levels—Standard, Custom and Custom Hi-Level (except CL/CLT).

The fleet panel is standard. The full instrumentation panel (L/LTL-Series) shown above is optional. Both provide ample "belly" and knee clearance for behind-the-wheel comfort.

If the working environment of your truck or fleet leaves a lot to be desired, maybe it's time to make a change. Maybe it's time to consider the AeroForce.

### STANDARD INTERIOR TRIM

The AeroForce Standard Interior Trim (except CLT, page 16) includes:

- ☐ Fleet instrument panel or optional Linehaul panel
- ☐ Individual, charcoal National Cush-N-Aire driver's seat
- ☐ Seat belt for driver's and, if applicable, passenger's seats
- ☐ Bright, dual inside assist handles
- ☐ Arm rests, both doors
- ☐ Ash receptacle
- ☐ Coat hook
- ☐ Dome light
- ☐ Double yoke safety door latches
- ☐ Heater and defroster, fresh-air
- ☐ All-weather ventilation
- ☐ Emergency lamp flasher
- ☐ Dual, vinyl charcoal sun visors
- ☐ Painted, charcoal hardboard headlining
- ☐ Black, vinyl covered rubber floor mats
- ☐ Cab back interior trim panel and

junction box cover
- ☐ Cab back insulation
- ☐ Signal stat non-cancelling turn signal switch.

### CUSTOM INTERIOR TRIM

AeroForce Custom Interior Trim (except CLT, page 16), in addition or in place of standard features, includes:

- ☐ Vinyl-covered chestnut hardboard headlining
- ☐ Dual padded vinyl chestnut sun visors
- ☐ Dual map pockets
- ☐ Cigarette lighter
- ☐ Padded vinyl door trim panels with painted map pockets
- ☐ Vinyl-covered rubber floor mat
- ☐ Cab back-panel insulation
- ☐ LH door-operated dome light switch
- ☐ Chestnut vinyl seat trim with polyknit inserts.

**AeroForce** 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 critical systems check.

**All AeroForce** instrument panels feature aircraft-type back lights and pointers to amplify gauge readability and to minimize glare.

**The optional Linehaul Instrumentation Panel (L/LTL-Series) includes:**

- ☐ 5 climate control registers
- ☐ Gauge bank for optional engine temperature, transmission oil temperature and rear axle temperature gauges
- ☐ Warning light module.

### CUSTOM HI-LEVEL INTERIOR TRIM

AeroForce Custom Hi-Level Trim (except CLT, page 16), in addition or in place of Custom features, includes:

- ☐ National Companion Lo-Back passenger seat
- ☐ 21" sport steering wheel
- ☐ 30 oz. floor carpeting, engine panel and dash
- ☐ Fully-padded door trim panels
- ☐ Polyknit



**An electronic stereo radio** is available as an option on AeroForce trucks. This modern system includes:

- ☐ AM/FM stereo with cassette and digital clock
- ☐ 6-button/18-station memory
- ☐ Seek-up/seek-down.

vinyl headliner with foam padding

- ☐ Dual map pockets with 18 oz. carpet covers
- ☐ Door panels bright accent bars
- ☐ Vinyl-covered windshield pillars and header bar
- ☐ Lower cab-back carpeted panel
- ☐ Upper cab-back vinyl-covered panel
- ☐ Auxiliary floor mats
- ☐ Radio prep package
- ☐ Bright domelamp with reading lights.

**L-9000 Custom Hi-Level interior** features Bostrom Air Lo-Back driver's and passenger seats and 21-inch sport steering wheel. Seats shown below are Standard trim.





**Y**ou get a pretty good look at the world from the seat of an AeroForce truck.

Get behind the wheel of a Ford 9000 Series cab. Measure the ample "belly and knee" clearance between yourself and the instrument panel. Sloping hood in the L-Series design provides operators with a good view of the road—a great advantage around city streets and crowded docks.

Notice the one-piece windshield and generous glass area in the L-Series cab: a 10.5 sq. ft. windshield, 8.3 sq. ft. side windows and a 4.4 sq. ft. rear window. The CL/CLT has an 18 sq. in. right side observation window. Windshield wipers clear a full 79% (62% for CL/CLT) of the windshield area for good visibility during inclement weather.

A positive working environment contributes greatly to driver productivity. AeroForce cabs are engineered with that basic fact in mind.

*The CL/CLT instrument panel incorporates:*

- ☐ A maintenance-free electronic speedometer
- ☐ Gauges that read "3 o'clock OK" for checking at a glance
- ☐ Hand controls plus CB radio hot post and ground for easy access
- ☐ Convenient beverage holder
- ☐ Easy-to-reach trailer brake control
- ☐ Individual climate controls for the driver, passenger and sleeper areas.



*CLT instruments are mounted in a console directly ahead of the driver; the controls in a console to the right.*

*CLT-9000 interior in Hi-Level Trim with matching driver and companion Lo-Back Deluxe seats.*







**T**he AeroForce offers three sleeper models: the 34-, 42-, and 60-inch Flat-Top; the 42- and 60-inch AeroBullet; and the 42- and 60-inch Penthouse.

New for 1990, all Ford sleepers feature Coach-Joint construction and one-piece Coremat reinforced fiberglass roofs to help reduce weight and provide a rivetless exterior appearance. A specially formed steel base results in a solid

integral sleeper foundation. Tough, 3/4" plywood floors are formed under pressure and laminated with plastic top and bottom for thermal and noise insulation. Two-inch Arctic Cold Weather insulation is optional.

#### A PENTHOUSE ROOM AT THE TOP

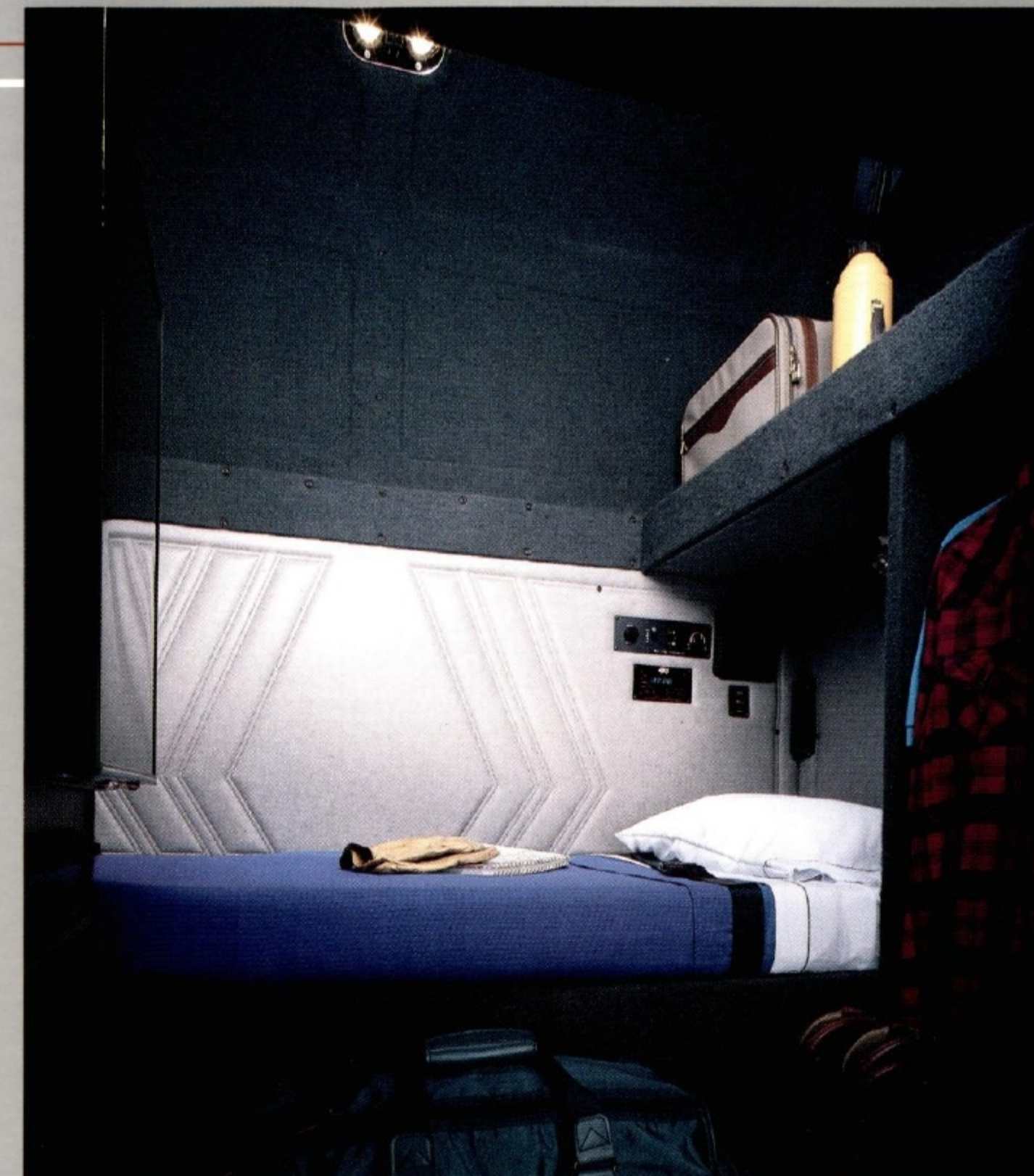
The 60-inch Penthouse Sleeper, shown above, represents the ultimate in AeroForce opulence—a room at the top.

In addition to standard features like radio speakers with controls, the Hi-Level Package includes:

- ☐ Digital alarm clock
- ☐ Deluxe heat-sealed interior
- ☐ Six-inch Deluxe Backsaver Mattress
- ☐ Two-drawer dresser w/pull-out writing surface.

Additional options include:

- ☐ 12V DC refrigerator
- ☐ Heater/air conditioning
- ☐ Arctic Insulation Package
- ☐ Upper bunk
- ☐ Dual tractor hook-up lights
- ☐ And more.



*All AeroForce sleepers, like the 60-inch AeroBullet, shown at left, feature Coach-Joint construction and one-piece Coremat reinforced fiberglass roof.*

#### THE AEROBULLET SLEEPER

The 42- and 60-inch AeroBullet sleeper features more than seven feet of stand-up room. Both models are available in Standard or Hi-Level trim.

Standard 60-inch features and options include:

- ☐ Walk-through opening
- ☐ Privacy curtain
- ☐ Clothes hanger
- ☐ Fixed upper bunk
- ☐ One dual swivel aircraft light
- ☐ Front to rear storage shelves
- ☐ Two clothes closets
- ☐ Two side windows with curtains
- ☐ Four-inch Backsaver Mattress
- ☐ Radio speakers with controls
- ☐ Maxiduct heater/air conditioner w/controls
- ☐ Dual recessed hookup lights
- ☐ Lift-out wood bunk surface for under-bunk access.

Standard 60-inch Hi-Level features include:

- ☐ Luggage compartment light
- ☐ Deluxe heat-sealed interior
- ☐ Digital alarm clock
- ☐ One reading light
- ☐ Cabinet with two locking drawers and pull-out writing surface
- ☐ One 12-volt power outlet
- ☐ One clothes closet.

Optional Hi-Level features include:

- ☐ Keyed-alike lock set
- ☐ Dual trailer hook-up lights
- ☐ Maxiduct heater
- ☐ Maxiduct heater/air conditioning
- ☐ Arctic Insulation Package
- ☐ Six-inch double bed
- ☐ 12V DC refrigerator
- ☐ Upper bunk
- ☐ Two side windows with curtains
- ☐ Side skirts.

*CLT sleeper has a "Simmons" inner-spring mattress, carpeted stowage compartments with lamps plus separate climate controls for the sleeper area.*



# AEROPOWER

**F**uel economy is the number one priority in the Ford AeroForce. But that doesn't mean we sacrifice performance. There's a Caterpillar or Cummins engine to cover any linehaul application.

## CUMMINS L-10 (QA) IS STANDARD

Cummins supplies 18 AeroForce engines. The compact, lightweight L-10 is standard. Options include the L-10 Formula at 240/270/300 horsepower and the L-10 Power Torque at 240/250/270/285/300 horsepower.

The Big Cam IV (QA) Series includes the Formula at 300/315/350/365/400 horsepower and the NTC at 315/350/365/400/444 horsepower.

## BIG CAM IV: IMPROVED ENGINE PERFORMANCE AND BRAKING EFFICIENCY

The Cummins Big Cam IV, in the 365/400/444 HP versions, features Step Timing Control for improved cold starting and improved durability at full operating speed; plus an optional compression brake for increased braking efficiency.

## CUMMINS PT PACER

Available on the L-10 and NTC Series engines, the PT Pacer is a programmable electronic engine governor that limits maximum road speed. Anticipated benefits include improved fuel economy and overall performance.

## CATERPILLAR 3176

New for 1990—The Caterpillar 3176 (ATAAC) is available throughout the AeroForce, except CL/CLT, in 250/275/300/325 HP versions.

The 3176 is a lightweight, 10.3 L, in-line 6-cylinder, air-to-air after-cooled engine. Because it weighs from 700 to 900 pounds less than comparably powered 14L engines, the 3176 is a consideration in applications where weight is a critical issue.

Selected 3176 engines feature an Electronic Control Module (ECM) for improved performance and fuel economy.

## ELECTRONIC CONTROL MODULE (ECM)

With ECM you can tailor the performance of your engine to your specific application. User-selected parameters include: low idle RPM; maximum road speed; engine/gear speed limiting; speed control/PTO speed control; security passwords plus engine performance diagnostics and programming.

ECM can help you cut fuel and operating costs. For example, programming maximum road speed supports the "gear fast, run slow" philosophy as a means of attaining fuel economy while keeping drivers within legal highway speeds.

So too, limiting engine gear speed can prevent governor over-run and make progressive shifting mandatory. Pre-selected engine

RPM for specific gear ranges helps ensure timely, fuel-economizing upshifts.

ECM can store diagnostic information for reading by digital diagnostic equipment to help identify and correct problems before they can cause damage. ECM can be reprogrammed to meet changing conditions.

## PROGRAMMABLE ELECTRONIC ENGINE CONTROL (PEEC)

Selected Cat 3406B (ATAAC) diesels feature PEEC—a system identical in function to ECM, except that the individual electronic fuel injectors are mechanically operated as opposed to the electronically functional ECM injectors.

## 325 HP "VOCATIONAL" CAT 3406B

A new offering for 1990, the Caterpillar 325 HP "Vocational" 3406B (ATAAC) is available throughout the WorkForce L-Series.

The "Vocational" 325 produces 1250 lbs.-ft. of torque at 1200 rpm. Its broad operating range and 54% torque rise make it ideal for construction applications.

## CATERPILLAR 3306B

The Caterpillar 3306B (ATAAC) at 285 and 300 horsepower is available in the Standard and Economy models. The 3306B weighs about 800 pounds less than its 3406B counterpart. That reduction in weight could mean greater payloads and increased fuel savings in certain uses.

If the 3306 isn't what you're looking for, choose from the 3406B at 325/350/400/425 horsepower or the 3406B Economy Series at 310/350/400 horsepower.

Caterpillar engines feature Air-To-Air Aftercooling, full range governors and direct-injection scroll fuel systems for lower emissions plus improved fuel economy. Individual scroll-type fuel pumps for each cylinder require no balancing and maintain fuel efficiency without periodic adjustment.

# FORD TRUCK PERFORMANCE PREDICTOR

With the large number of diesel engines and modifications available today, how do you know which powertrain is best for you? There are mistakes you can make in spec'ing a truck that you can live with. Spec'ing the wrong powertrain can be a nightmare.

Ford has taken the science of powertrain spec'ing into the computer age with the Performance Predictor—a computer program used to analyze powertrain specifications and predict vehicle performance.

The program calculates:

- ☐ Startability ☐ Gradeability
- ☐ Shift points ☐ Speedability
- ☐ Reserve horsepower.

To determine powertrain performance, your Ford salesperson has to know what model truck you want, desired cruising speed, and what grade you'd like to be able to climb at cruising speed. Given that data, the Predictor then calculates minimum required horsepower and rear-axle ratio (after transmission selection) to achieve that performance.

## AERODYNAMICS AND PERFORMANCE

Predictor also demonstrates what aerodynamic devices or other components can save in horsepower. If gradeability at required cruising speed can be attained, for example, with less horsepower, Predictor will calculate that. This could result not only in enhanced performance, but in dollar savings as well.

The program shows how changes in GVW or aerodynamic configuration, tire or trailer size affect reserve horsepower. And, it calculates reserve horsepower at each shift point.

Aerodynamic devices and packages are only effective if they are properly matched to each other and to your application. With Predictor you can be certain—before you spend a penny—of how they will affect your truck's actual on-road performance.

The Ford Truck Performance Predictor—one more indication of our commitment to customer satisfaction.

*Ford has taken the science of powertrain spec'ing into the computer age with the Performance Predictor.*

*The Predictor's determination of powertrain performance is computer-generated. Actual on-road vehicle performance may vary, due to differences in operating conditions.*





# BUILT FORD TOUGH

**L**inehaul trucking. There's no tougher business going on. Independent or fleet. That's why linehaul truckers are some of the toughest business people around.

Ford AeroForce trucks are an extension of the men and women who own and operate them. From their all-welded cabs to their premium components, Ford trucks are quality-driven. Built Ford Tough.

## THE KENTUCKY TRUCK PLANT

Ford's dedication to quality begins with our Kentucky Truck Plant (KTP). This 415-acre site, covering more than 68 acres under roof, is one of the most modern and the largest truck manufacturing facilities in the free world. It's the home of the AeroForce.

## 200-TON COMPUTERIZED FRAME PRESS

The 200-ton computerized frame press (shown right) is a good example of KTP Quality engineering. Frame rails are automatically punched by 200-ton presses with virtually perfect accuracy and smoothness. The adjacent metal is not damaged or weakened. No unnecessary holes are drilled. The design strength of the frame rails is completely retained.

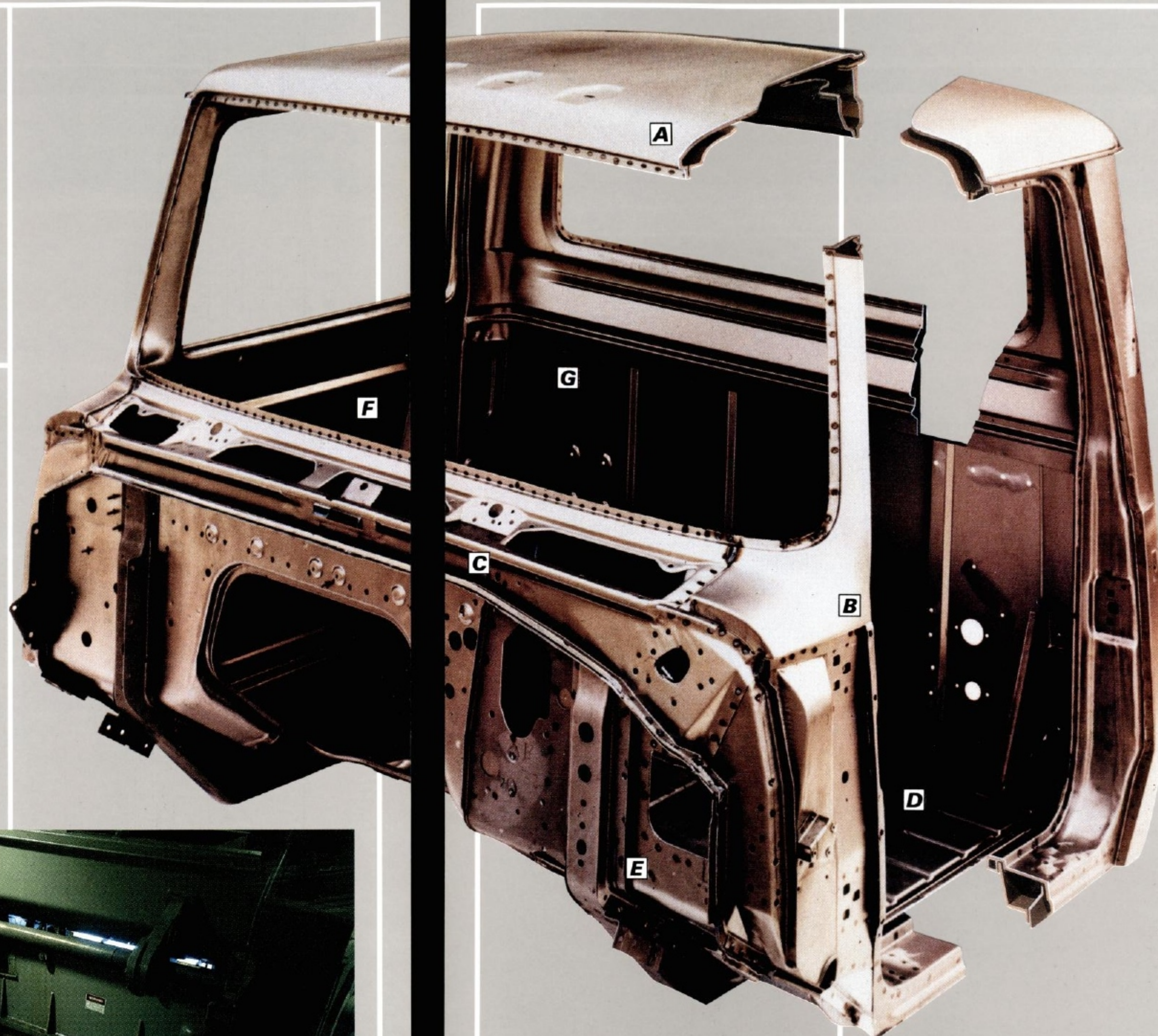
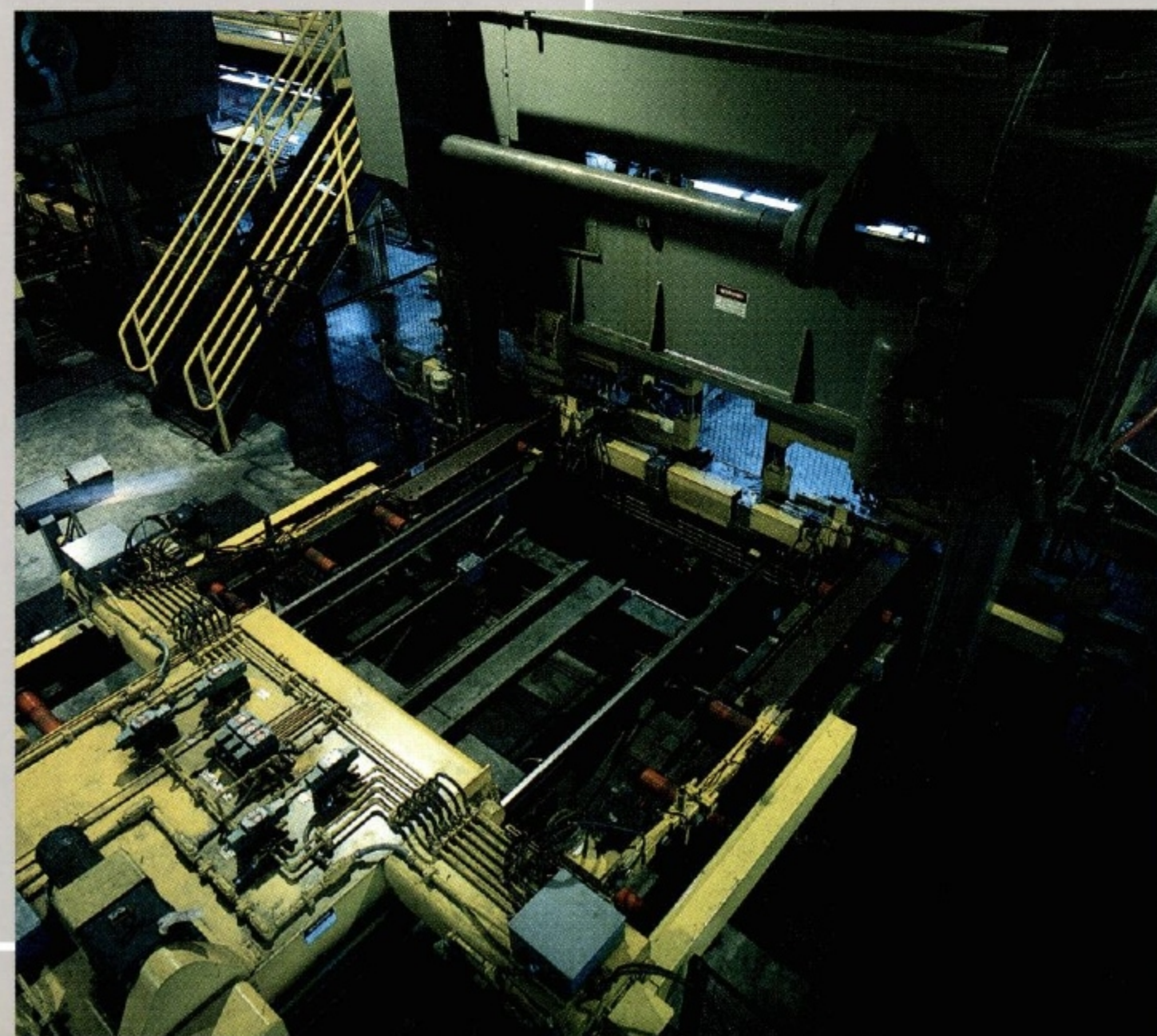
## FORD-TOUGH CORROSION PROTECTION

Customer satisfaction is a key priority at KTP. It begins before each

truck leaves the plant. AeroForce cabs are fully immersed in a patented 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 sealer bake oven and "paint prep" sanding process help guarantee a superior finish on all AeroForce cabs.

Just how good do we think our anti-corrosion story is? Good enough to back with a solid anti-



corrosion warranty that covers 100% parts and labor for 60 months/unlimited mileage—with matching coverage on cab structural integrity.

AeroForce cabs. Built Ford Tough. Backed Ford Tough.

*The Kentucky Truck Plant—home of the AeroForce—is the largest truck manufacturing facility in the free world. At KTP Quality is Job 1.*

## ALL-WELDED CAB CONSTRUCTION

All exterior sheet metal on AeroForce conventional cabs is made of double-sided galvanized steel. Other notable construction features include:

(A) Windshield header and roof siderails are of box-section construction for toughness. The roof panel is contoured for stiffness.

(B) Reinforcements at door opening frame assembly and at

door pillar hinge attachment areas provide added strength. Door hinges are rugged conventional type.

(C) Double-wall cowl arch adds structural rigidity to the door pillars.

(D) Floor pan, toeboard and dash panel are of .054-inch electro-galvanized steel thickness with floor pan reinforcements located for added support for the engine access cover and seat arrangements.

(E) Front and rear cross sills, inside and outside truck frame side members, and an intermediate cross sill provide strong underbody support.

(F) Doors are constructed of single-piece inner and outer panels welded into a rigid structure. Wedge door stabilizers are used top and bottom of the door openings to hold doors in proper alignment.

(G) Complete cab interior is lined with thick sound absorbing, temperature insulating material.

## FIBERGLASS TILTING HOOD

AeroForce conventional cabs feature a fiberglass tilting hood and fender assembly. Steel reinforcements are added in high stress areas such as hinge attachments, grill opening and headlamp areas for added strength and durability.

The fiberglass assembly is resistant to rust, chipping, peeling, corrosion, rot and moisture. It is unaffected by temperature variations and presents a relatively maintenance-free finish.

Positive-lock aluminum hood latches are employed to maintain hood stability and alignment.

## FOUR-POINT CAB MOUNTING

AeroForce conventional cabs employ a four-point mounting system. Shock and stress are absorbed by the movement of the rubber mounts rather than by compression for a more comfortable ride.



# THE FORD WORK-READY PROGRAM

**F**ord makes it easy for you to get the right truck for your application through our Work-Ready Program. Work-Ready trucks are pre-engineered from proven specifications. They're available for quick delivery. Plus, they carry Extended Service Coverage (ESC) at no extra charge.

ESC—A SAVINGS OF UP TO \$1,800

ESC helps you drive down the cost of ownership by tripling the coverage of your basic warranty protection on many items. ESC on

Work-Ready AeroForce trucks carries full parts and labor protection on the total vehicle for 36 months/300,000 miles. Purchased separately, that's a manufacturer's suggested retail price savings of up to \$1,800.

## WORK-READY "FLEX OPTIONS"

Work-Ready trucks fit the truck to the job. They're pre-spec'd to deliver the right frame, powertrain and suspension/axle capacities for a range of given applications.

Yet, they're flexible enough to allow substitutions on items like paint color, wheels and tires.

AeroForce ESC Coverage vs. Basic Warranty		
Component	Coverage Period: Months/Miles	Basic Warranty
Total Vehicle*	12/50,000	36/300,000
L-9000 Series	12/100,000	36/300,000
All Others†	36/300,000	60/500,000
Drivetrain	12/50,000	60/500,000
Clutch:	12/100,000	60/500,000
L-9000 Series	12/100,000	60/500,000
All Others†	60/unlimited	60/unlimited
Frame	60/unlimited	60/unlimited
A/C	36/unlimited	36/unlimited
CL/CLT-9000	12/unlimited	36/300,000
All Others†	60/unlimited	72/unlimited
Cab Corrosion	60/unlimited	72/unlimited
Cab Structure	60/unlimited	72/unlimited

\*Excluding tires, non-Ford-branded batteries, and maintenance items. Engines are warranted by the manufacturer.  
†AeroMax; LL/LTL; CL/CLT.  
\*AeroMax; LL/LTL; L-9000 Series.

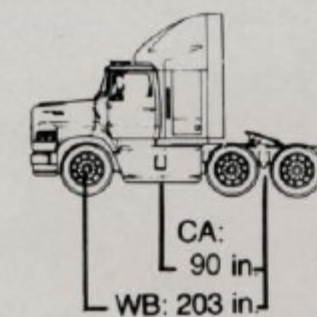


Work-Ready units are pre-engineered for optimum fuel economy and linehaul performance. Two sample specifications are shown below.

See your Ford Dealer for a complete list of Work-Ready models.

## LTA-9000-004

FOR  
GENERAL  
PURPOSE  
TRACTOR



Front GAWR: 12,000 lbs.  
Rear GAWR: 40,000 lbs.  
Total GCWR: 82,000 lbs.

### CHASSIS WEIGHT

Front: N.A. lbs.  
Rear: N.A. lbs.  
Total: N.A. lbs.

### PERFORMANCE DATA

BODY/PAYLOAD  
WEIGHT DISTRIBUTION  
(Water Level Loading)

Front: N.A. lbs.  
Rear: N.A. lbs.  
Total: N.A. lbs.

### DRIVETRAIN PERFORMANCE

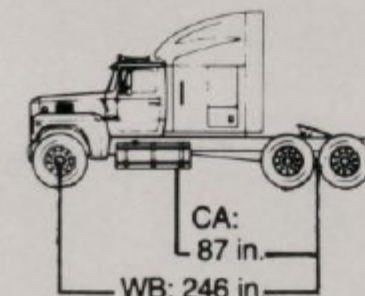
Gradeability: 44%  
Geared Speed: 79 MPH  
Total Reduction: 47:1

### Chassis-Cab Specifications (DSO Vehicle)

10	S	AXLE, FRONT:	12,000 lb.—Steel (Std.)	26		INSTRUMENTS/GAUGES/SWITCHES/
11	S	AXLE, REAR:	40,000 lb. Rockwell RT-40-145 (3.73) (11FB00) (Std.)	26AG00	0	WARNING DEVICES:
13	S	AXLE EQUIPMENT/DRIVELINE:	Magnetic Traps—Drain & Fill Plugs (Std.)	26AR00	0	Instrument Panel, Linehaul Full Instrumentation
13AY00	1	Power Steering (Std.)		26AP00	0	Gauges—Direct Reading, Air Press., Oil Press. (Std.)
13A000	0	Shock Absorbers, Front (Std.)		26AN00	0	—Electric, Voltmeter, Coolant Temp., Fuel (Std.)
13AT00	0	Wheel Seals—Front, Wet Type		26A200	0	—Temp., Engine Oil, Elec.
13AR00	0	—Rear, Wet Type			0	—Temp., Trans. Oil
16	S	Grassable Drag Link and Tie Rods (Std.)			0	—Temp., Rear Axle Lube
19	0	Brake Drums, Centrifuge			0	—Air Cleaner Restriction, Inst. Panel Mtd.
19A600	0	—Front			0	Warning Lights w/Buzzer, Low Oil Press., Low Coolant
19AL00	0	—Rear			0	Level and High Coolant Temp.
19A700	0				0	Warning Light, High Engine Oil Temp.
20	0	BRAKES, SERVICE:		27	0	ELECTRICAL:
20AD00	0	Air Brakes—Front, Cam Type 15"x4" (Std.)		27AF00	0	Cab Marker Lights, Bright Rectangular
21	0	—Rear, Cam Type 16-1/2"x7" (Std.)		28	0	ALTERNATOR:
21AJ0E	0	Compressor—Bendix 15.5 CFM		28AH00	0	30 Amp, 1350 Watt Motorcraft
21BW0E	0	Parking Brake—Maxi II Spring-Set Rear Axle (Std.)		29	1	BATTERIES/BOXES/CABLES:
21PG0E	0	Slack Adjusters—Auto. Front and Rear (Std.)		29AH00	1	Batteries, Maintenance-Free, Motorcraft 12 Volt
22	0	Moisture Ejectors, Auto.			0	Four 625 CCA (93 Amp-Hr.)
22AE00	0	Air Dryer, Bendix AD-9		30	0	ENGINE:
22MT00	0			30B100	0	Caterpillar E-3406B (ATAAC) (400 HP @ 1800 RPM)
23	0	TRACTOR EQUIPMENT:		32	0	EXHAUST:
23A900	0	Tractor Package—Unitized (Incl. 12" Coiled Lines)		32AX00	0	Dual Horizontal Mufflers, Bright Vertical Pipes, Free
23CX00	0				0	Standing Back of Sleeper (Incl. Bright Rain Caps)
23AM00	0	SLEEPER:		36	0	CLUTCH:
23BP00	0	42" Aero Hi-Level Sleeper, Charcoal Trim		36A600	1	Spicer 15-1/2", 2-Plate Ceramic, Self Adjusting
23AY00	0	Sleeper Heater & Air Conditioner		37	0	ENGINE EQUIPMENT:
24	0	Sleeper Exterior: "Mariah" Paint Design		37AD00	0	Air Cleaner, Single-Stage Dry-Type (Std.)
24AJ00	0	CAB:			0	Fan Clutch (Std.)
24AG00	0	Conventional Cab w/Custom Hi-Level Interior,			0	Throttle, Locking T-Handle (Std.)
24AH00	0	Incl. Charcoal Polyknit Vinyl Seat Trim			0	Filter—Coolant, Fleetguard Spin-On Type (Std.)
24A000	0	Exterior Color, Raven Black w/Lt. Smoke Met. Stripe			0	—Fuel, Engine Mounted (Inc.)
25	0	Color Combination "04", "Mariah" Paint			0	—Oil, Full Flow Spin-On (Inc.)
25B300	0	Design (OPAD00)			0	Silicone Hose Pkg.
25B400	0	CAB EQUIPMENT/EXTERIOR:			0	Starting Aid, Ether
	0	Windshield Molding, Bright			0	FRAME:
	0	Tinted Glass All Around (Inc.)			0	13.3 SM—110,000 PSI Single Channel, All Bolted (Std.)
	0	Horns—Single Electric (Std.)			0	FUEL TANKS:
	0	—Dual Air, Hadley Rectangular			0	Dual 125 Gallon, Alum. Integral Rect.
	0	Mirrors, Dual Western Lighted & Heated—SS			0	SUSPENSION, FRONT:
	0	w/Aux. Convex			0	12,000 lb. Capacity Taper Leaf (Std.)
	0	Mirror Brackets for 102" Wide Trailers			0	SUSPENSION, REAR:
	0	Windshield Wipers, Air			0	40,000 lb. Hendrickson HA-400 Air w/Transverse
	0				0	Torque Rods, 52" Spacing
	0				0	Air Bag Dump Valve
	0				0	TIRES—WHEELS, FRONT:
	0				0	(2) 285/75R24.5 G Goodyear G159 (Hwy.)
	0				0	(2) 24.5x8.25 10-Hole Pol. Alum. Disc
	0				0	TIRES—WHEELS, REAR:
	0				0	(8) 285/75R24.5 G Goodyear G159 (Hwy.)
	0				0	(8) 24.5x8.25 10-Hole Pol. Alum. Disc
	0				0	TRANSMISSION:
	0				0	9-Speed Overdrive, Fuller RTX-14609B
	0				0	(Inc. Trans. Oil Cooler)

## LTL-9000-021

FOR  
GENERAL  
PURPOSE  
TRACTOR



Front GAWR: 12,000 lbs.  
Rear GAWR: 40,000 lbs.  
Total GCWR: 82,000 lbs.

### CHASSIS WEIGHT

Front: N.A. lbs.  
Rear: N.A. lbs.  
Total: N.A. lbs.

### PERFORMANCE DATA

BODY/PAYLOAD  
WEIGHT DISTRIBUTION  
(Water Level Loading)

Front: N.A. lbs.  
Rear: N.A. lbs.  
Total: N.A. lbs.

### DRIVETRAIN PERFORMANCE

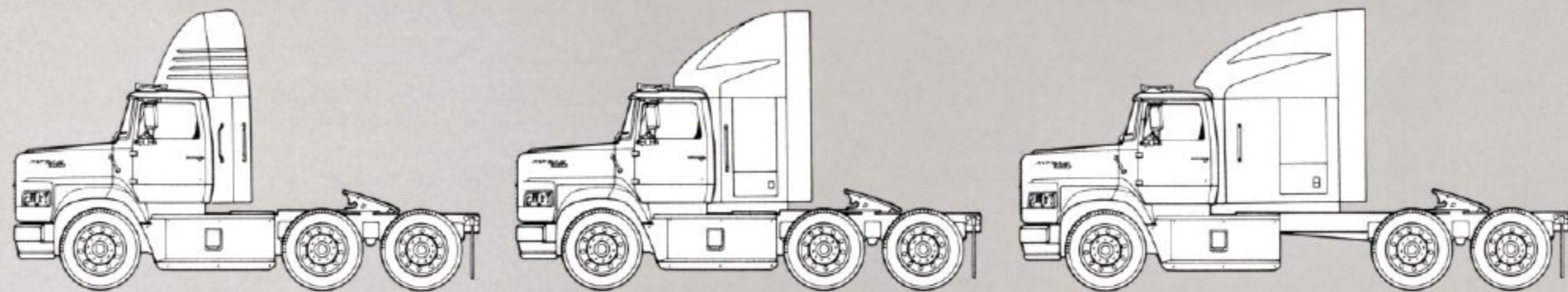
Gradeability: 42%  
Geared Speed: 82 MPH  
Total Reduction: 47:1

### Chassis-Cab Specifications (DSO Vehicle)

10	S	AXLE, FRONT:	12,000 lb.—Steel (Std.)	26		INSTRUMENTS/GAUGES/SWITCHES/
11	S	AXLE, REAR:	40,000 lb. Rockwell RT-40-145 (3.73) (11FB00)	26AG00	0	WARNING DEVICES:
13	S	AXLE EQUIPMENT/DRIVELINE:	Magnetic Traps—Drain & Fill Plugs (Std.)	26AR00	0	Instrument Panel, Linehaul Full Instrumentation
13BT00	1	Power Steering (Std.)		26AP00	0	Gauges—Direct Reading, Air Press., Oil Press. (Std.)
13AB00	0	Shock Absorbers, Front		26AN00	0	—Electric, Voltmeter, Coolant Temp., Fuel (Std.)
13AY00	1	Wheel Seals—Front, Wet Type		26A200	0	—Temp., Engine Oil, Elec.
13A000	0	—Rear, Wet Type			0	—Temp., Trans. Oil
13AT00	0	Grassable Drag Link and Tie Rods (Std.)			0	—Temp., Rear Axle Lube
13AR00	0	Hubs, Aluminum (Incl. Centrifuge Brake Drums)			0	—Air Cleaner Restriction, Inst. Panel Mtd.
16	S	Brake Drums, Centrifuge			0	Warning Lights w/Buzzer, Low Oil Press., Low Coolant
19	0	—Front			0	Level and High Coolant Temp.
19A600	0	—Rear			0	Warning Light, High Engine Oil Temp.
19AL00	0	BRAKES, SERVICE:		27	0	ELECTRICAL:
19A700	0	Air Brakes—Front, Cam Type 15"x4" (Std.)		27AF00	0	Cab Marker Lights, Bright Rectangular
20	0	—Rear, Cam Type 16-1/2"x7" (Std.)		28	0	ALTERNATOR:
20AD00	0	Compressor—Bendix 15.5 CFM		28AH00	0	30 Amp, 1350 Watt Motorcraft
21	0	Parking Brake—Maxi II Spring-Set Rear Axle (Std.)		29	1	BATTERIES/BOXES/CABLES:
21AJ0E	0	Slack Adjusters—Auto. Front and Rear (Std.)		29AH00	1	Batteries, Maintenance-Free, Motorcraft 12 Volt
21BW0E	0	Moisture Ejectors, Auto.			0	Four 625 CCA (93 Amp-Hr.)
21PG0E	0	Air Dryer, Bendix AD-9		30	0	ENGINE:
22	0	TRACTOR EQUIPMENT:		30BW00	0	Cummins NTC-444 "BC IV" (QA) Diesel
22AD00	0	Tractor Package—Unitized (Incl. 12" Coiled Lines)			0	(444 HP @ 2100 RPM)
23	0	SLEEPER:		32	0	EXHAUST:
23A900	0	60" Aero Hi-Level Sleeper, Charcoal Trim		32AX01	0	Dual Horizontal Mufflers w/Bright Vertical Pipes,
23CX00	0	Sleeper Heater & Air Conditioner			0	Free Standing (Incl. Bright Rain Caps)
23AM00	0	Sleeper Exterior: "Fast Lane"		36	0	CLUTCH:
23BP00	0	CAB:		36A600	1	Spicer 15-1/2", 2-Plate Ceramic, Self Adjusting
23AY00	0	Conventional Cab w/Dual Hi-Level Trim,		37	0	ENGINE EQUIPMENT:
24	0	Incl. Charcoal Interior		37AD00	0	Air Cleaner, Single-Stage Dry-Type (Std.)
24AJ00	0	Exterior Color, Diamond White, Dk. Shadow			0	Fan Clutch (Std.)
24AG00	0	Blue Met., Bahama Blue, Color Comb. "01",			0	Throttle, Hand Control, Vernier Type
24A000	0	"Fast Lane" Paint Design (OPAY00)			0	Filter—Coolant, Fleetguard Spin-On Type (Std.)
25	0	CAB EQUIPMENT/EXTERIOR:			0	—Fuel, Engine Mounted (Std.)
25B300	0	Custom Hi-Level Exterior (Inc.)			0	—Oil, Cummins Bypass Type Eng. Mounted (Std.)
25B400	0	Tinted Glass All Around (Inc.)			0	Silicone Hose Pkg.
	0	Horns—Single Electric (Std.)			0	Starting Aid, Ether
	0	—Dual Air, Hadley Rectangular (Inc.)			0	Cummins Engine Brake w/in-Cab Controls
	0	Mirrors, Dual Western Lighted & Heated—SS			0	FRAME:
	0	w/Aux. Convex			0	13.3 SM—110,000 PSI Single Channel, All Bolted (Std.)
	0	Mirror Brackets for 102" Wide Trailers			0	FUEL TANKS/SYSTEM:
	0	Windshield Wipers, Air			0	Dual 150 Gallon, Polished Alum. Cylindrical
	0				0	Chrome Fuel Tank Straps
	0				0	SUSPENSION, FRONT:
	0				0	13,500 lb. Capacity Taper Leaf
	0				0	SUSPENSION, REAR:
	0				0	40,000 lb. Hendrickson HA-400 Air w/Transverse
	0				0	Torque Rods, 52" Spacing
	0				0	Air Bag Dump Valve
	0				0	TIRES—WHEELS, FRONT:
	0				0	(2) 11R24.5 G Goodyear G159 (Hwy.)
	0				0	(2) 24.5x8.25 10-Hole Polished Alum. Disc
	0				0	TIRES—WHEELS, REAR:
	0				0	(8) 11R24.5 G Goodyear G167A (Grp. IV)
	0				0	(8) 24.5x8.25 10-Hole Polished Alum. Disc
	0				0	TRANSMISSION:
	0				0	13-Speed Overdrive, Fuller RTO-14613
	0				0	(Inc. Transmission Oil Cooler)



# 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 Max. Rating (lbs.)	Std.	12,000	12,000
	Max. Opt.	12,000	16,000
AXLE, REAR Max. Rating (lbs.)	Std.	23,000 Rockwell RS-23-160	40,000 Rockwell RT-40-145
	Max. Opt.	23,000	46,000
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air
	Opt.	—	Power-Disc
BRAKES, PARKING	Std.	Maxi II Spring Set	Maxi II Spring Set
	Opt.	MGM Spring Set	MGM Spring Set
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 240/250/270/285/300 hp. Cummins "Big Cam IV" (OA) Formula 300/315/350 hp. NTC 315/350 hp. Caterpillar 3176 (ATAAC) 250/275/300/325 Caterpillar Economy 3176 (ATAAC) 250/275/300/325 Caterpillar 3306B (ATAAC) 285/300 hp. Caterpillar 3406B (ATAAC) 325/350 hp. Caterpillar Economy 3306B (ATAAC) 285/300 hp. Caterpillar Economy 3406B (ATAAC) 310/350 hp.	Cummins L-10 (OA) Formula 240/300 hp. Power Torque 240/250/270/285/300 hp. Cummins "Big Cam IV" (OA) Formula 300/315/350 hp. NTC 315/350 hp. Caterpillar 3176 (ATAAC) 250/275/300/325 Caterpillar Economy 3176 (ATAAC) 250/275/300/325 Caterpillar 3306B (ATAAC) 285/300 hp. Caterpillar 3406B (ATAAC) 325/350/400 hp. Caterpillar Economy 3306B (ATAAC) 285/300 hp. Caterpillar Economy 3406B (ATAAC) 310/325/350/400 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-, 15-Speed Overdrive 5-Speed Automatic
FRAME*	Std.	131"-143" WB—1,183,600 RBM 155"-239" WB—1,463,000 RBM	1,463,000 RBM
	Max. Opt.	1,749,000 RBM*	1,749,000 RBM*
SUSPENSION, FRONT (lb.) combined at ground	Std.	12,000 (lbs.)	12,000 (lbs.)
	Max. Opt.	13,200 (lbs.)	16,000 (lbs.)
SUSPENSION, REAR (lb.) combined at ground	Std.	21,000 (lbs.)	36,000 (lbs.)
	Max. Opt.	23,000 (lbs.)	46,000 (lbs.)
AUXILIARY SPRINGS	Std.	Single leaf	—
POWER STEERING		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.	Goodyear 11R 22.5G (14)	11R 22.5G (14)
	Opt.	Tube/Tubeless Bias Ply/Radial	Tube/Tubeless Bias Ply/Radial

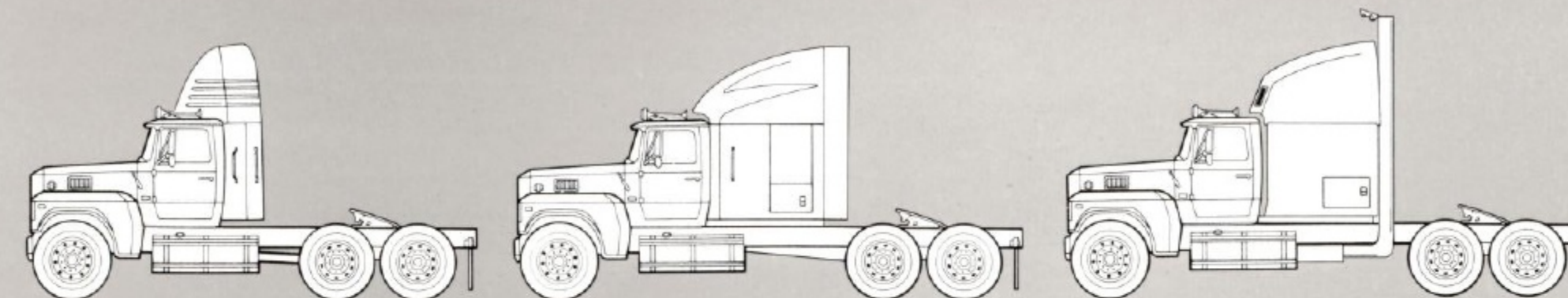
\*RBM = Yield Strength x SM. #138,000-lb. turnpike rating available. †Selected Cat engines feature Programmable Electronic Engine Control (PEEC). See your Ford Dealer for availability.

## DIMENSIONS LA/LTA-9000 106.3" BBC

WB	131"	143"	155"	167"	185"	203"	215"	227"	239"
CA	72"	84"	96"	108"	126"	144"	156"	168"	180"

\*LA-9000 only.

# LTL-9000 SPECIFICATIONS



SERIES	SINGLE AXLE		TANDEM AXLE	
	STANDARD	OPTIONAL	STANDARD	OPTIONAL
GVWR (lb.) Max.	33,200	35,000	46,000	62,000
GCWR (lb.) Max.	80,000	—	82,000*	—
AXLE, FRONT Rating (lb.)	12,000 Steel	10,000 Steel 12,000 Aluminum	12,000 Steel	12,000 Aluminum 16,000 Steel
AXLE, REAR Rating (lb.)	23,000 Rockwell RS-23-160	23,000 Rockwell RS-23-160** RS-23-180††	40,000 Rockwell RT-40-145	46,000 Rockwell RT-46-160, RT-46-160P 40,000 lb. RT-40-145P
BRAKES, SERVICE Air, Cam-type	15" x 4"F, 16½" x 7" R	16½" x 5" F w/12,000 lb. front axle	15" x 4"F, 16½" x 7" R	Twin Piston Power Front Disc for 16,000 lb. front axle; 16½" x 5" F w/12,000 lb. front axle
BRAKE, PARKING	Maxi II Spring Set	MGM Spring Set	Maxi II Spring Set	MGM Spring Set
ELECTRICAL Alternator	75 amp. Motorcraft	85 amp. Delco 90 amp. Motorcraft 105 amp. Leece-Neville#/Delco	75 amp. Motorcraft	85 amp. Delco 90 amp. Delco/Motorcraft 105 amp. Leece-Neville#/Delco
BATTERY Maintenance-free Motorcraft	2 625 CCA (with L-10 and 3176) 3 550 CCA (with "Big Cam IV" and 3406)	3 550 CCA 4 550 CCA 3 or 4 625 CCA 3 or 4 625 CCA "Cycle Power"	2 625 CCA (with L-10 and 3176) 3 550 CCA (with "Big Cam IV" and 3406)	3 550 CCA 4 550 CCA 3 or 4 625 CCA 3 or 4 625 CCA "Cycle Power"
ENGINE‡	Cummins: L-10 (OA) Formula 270	Cummins L-10 (OA) Power Torque 270/300 Formula 300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365 NTC 315/350/365 Cat 3176 (ATAAC) 275/300/325 Cat Economy 3176 (ATAAC) 275/300/325 Cat 3406B (ATAAC) 325/350 Economy 3406B (ATAAC) 310/350	Cummins: L-10 (OA) Formula 270	Cummins L-10 (OA): Power Torque 270/300 Formula 300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365/400 NTC 315/350/365/400/444 Cat 3176 (ATAAC) 275/300/325 Cat Economy 3176 (ATAAC) 275/300/325 Cat 3406B (ATAAC) 325/350/400/425 Economy 3406B (ATAAC) 310/350/400
CLUTCH	14-inch, 2-Plate	15½" 2-Plate ("Big Cam IV" Formula 300 and Cat 3176); self-adjusting	14-inch, 2-Plate	15½" 2-Plate ("Big Cam IV" Formula 300 and Cat 3176); self-adjusting
TRANSMISSION	9-Speed Direct	7-, 9-, 10-Speed Direct; 9-, 13-Speed Overdrive	9-Speed Direct	7-, 9-, 10-, 15-Speed Direct 8-, 9-, 10-, 13-, 15-Speed Overdrive
FRAME	1,463,000 RBM #	2,860,000 RBM	1,463,000 RBM #	3,300,000 RBM (Max.)
FUEL TANKS	Aluminum: 65-gal., LH 20-inch Dia.	Dual Aluminum: 65/95/120-gal. Dual Polished Aluminum: 95-gal. Steel "D-Type": 50/75-gal††	Aluminum: 65-gal., LH 20-inch Dia.	Dual Aluminum: 65/95/120-gal. Dual Polished Aluminum: 95-gal. Steel "D-Type": 50/75-gal††
STEERING	Manual	Power	Manual	Power
SUSPENSION, FRONT (lb.) combined at ground	12,000	10,000; 11,000; 13,200 (Severe Duty)	12,000	11,000; 13,200 (Severe Duty); 16,000
SUSPENSION, REAR (lb.) combined at ground	23,000	24,500	36,000 Hendrickson E4-360	A range of Hendrickson Suspensions from 34,000 lb. to 46,000 lb. capacity; also Neway 44,000 lb. air
WHEELS	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc
TIRES, @ Tubeless Radial	Goodyear 11R 22.5G	See your Ford Dealer.	Goodyear 11R 22.5G	See your Ford Dealer.

\*138,000 Turnpike Rating available. \*\*Aluminum carrier. †Steel or aluminum carrier. ††Severe duty, with or without aluminum carrier. #N.A. with Cummins engine. ##RBM = Yield Strength x PSI.  
1,749,000 lbs. w./258" WB. †Selected Cat engines feature Programmable Electronic Engine Control (PEEC). See your Ford Dealer for availability. @Equivalent tubeless, tubeless flotation, tube and tube-type  
radials available. ††Late availability.

## DIMENSIONS LL/LTL-9000

WB	CA	AF	OAL
174"	87"	63"	266"
186"	99"	63"	278"
204"	117"	75"	308"

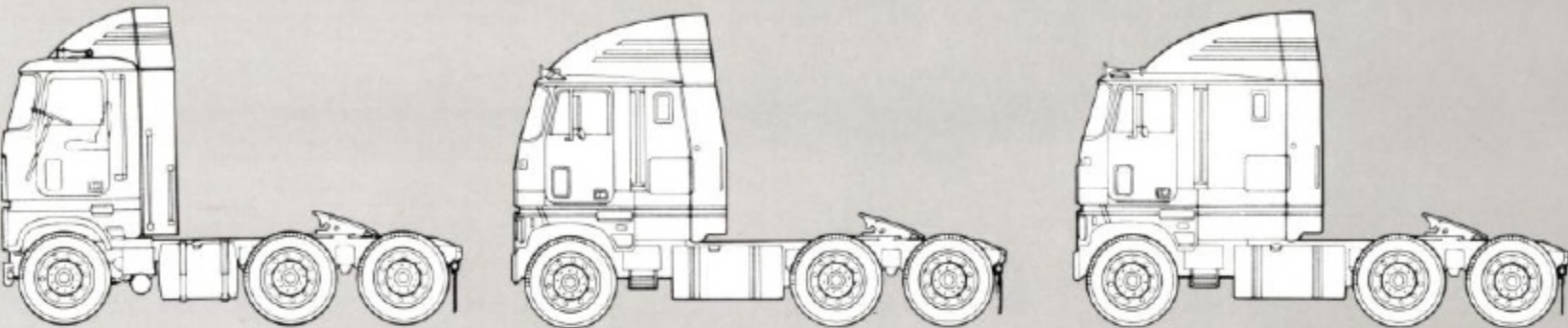
WB	CA	AF	OAL
222"	135"	75"	326"
234"	147"	126"	389"
246"	159"	126"	401"
258"	171"	126"	413"

Dimensions are for base models with standard equipment and do not include cab clearance and identification lights. Special wheel-bases available up to 306 inches.





# CLT-9000 SPECIFICATIONS



SERIES	SINGLE AXLE		TANDEM AXLE	
	CL-9000		CLT-9000	
	STANDARD	OPTIONAL	STANDARD	OPTIONAL
GCWR (lb.) Max.	80,000	—	82,200	127,000 (turnpike rating)
GVWR (lb.) Max.	33,200	35,000	48,000	51,100
AXLE, FRONT (lb.)	12,000 Steel	12,000 Aluminum	12,000 Steel	12,000 Aluminum; 13,100 Steel
AXLE, REAR (lb.)	23,000 Rockwell RS-23-160	23,000 Rockwell RS-23-160* 23,000 Rockwell RS-23-180**	40,000 Rockwell RT-40-145	40,000 Rockwell RT-40-145P
BRAKES, SERVICE	15" x 4" F 16½" x 7" R	—	15" x 4" F 16½" x 7" R	—
BRAKE, PARKING	Maxi II Spring Set	MGM Spring Set	Maxi II Spring Set	MGM Spring Set
ELECTRICAL: Alternator	75 amp. Motorcraft	90 amp. Motorcraft 85 or 105 amp. Delco 90 or 105 amp. Leece-Neville†	75 amp. Motorcraft	85 or 105 amp. Delco 90 or 105 amp. Leece-Neville† 90 amp. Motorcraft
BATTERY Maintenance-free	2-625 CCA (w/L-10) 3-550 CCA (all other)	3 or 4 625 CCA, 3 or 4 550 CCA 3 or 4 625 CCA "Cycle Power"	2-625 CCA (w/L-10) 3-550 CCA (all other)	3 or 4 625 CCA, 3 or 4 550 CCA 3 or 4 625 CCA "Cycle Power"
ENGINE	Cummins L-10 (OA) Formula 270	Cummins L-10 (OA): Formula 300 Power Torque 270/300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365 NTC 315/350/365 Caterpillar: 3406B (ATAAC) 350 Economy 3406B (ATAAC) 310/350	Cummins L-10 (OA) Formula 270	Cummins L-10 (OA): Formula 300 Power Torque 270/300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365/400 NTC 315/350/365/400/444 Caterpillar: 3406B (ATAAC) 350/400/425 Economy 3406B (ATAAC) 310/350/400
FRAME	1,085,700 RBM Steel	—	1,215,500 RBM Steel	—
FUEL TANKS** (Gallons)	75 Dual Steel (Cyl.)	CYLINDRICAL 95 Dual Steel, Alum. or Polished Alum. 120 Dual Alum. 150 Dual 29" Dia. Polished Alum† INTEG./RECTANGULAR w/CARRIER 100 Dual Steel or Alum; 125 Dual Steel	75 Dual Steel (Cyl.)	CYLINDRICAL 95 Dual Steel, Alum. or Polished Alum. 120 Dual Alum. 150 Dual 29" Dia. Polished Alum† INTEG./RECTANGULAR w/CARRIER 100 Dual Steel or Alum; 125 Dual Steel
SUSPENSION, FRONT—Combined Rating (lb.) @ Ground	13,100	12,000; 12,000 Taper Leaf	13,100	12,000; 12,000 Taper Leaf
SUSPENSION, REAR—Combined Rating (lb.) @ Ground	23,000	23,000 Low Deflection	36,000 E4-360	A range of Hendrickson suspensions from 34,000 lb. to 40,000 lb. capacity.
TRANSMISSION	9-Spd. Fuller RT-11609A	7-Spd. Spicer PS140-7; Fuller T-8607A 9-Spd. Fuller RT-11609A, RT-14609A 9-Spd. OD Fuller RTX-11609B, RTX-14609B 10-Spd. Fuller RT-14610, RT-11610 13-Spd. OD Fuller RTO-11613, RTO-14613	9-Spd. Fuller RT-11609A	7-Spd. Spicer PS140-7; Fuller T-8607A 9-Spd. Fuller RT-11609A, RT-14609A 9-Spd. OD Fuller RTX-11609B, RTX-14609B 10-Spd. Fuller RT-14610, RT-11610 13-Spd. OD Fuller RTO-11613, RTO-14613
TIRES	Goodyear 11Rx22.5-14	Tube, Tubeless & Tubeless Radials	Goodyear 11Rx22.5-14	Tube-type, Tubeless and Tubeless Radials
WHEELS	10-Hole Steel Disc	Cast Spoke, 10-Hole Disc††	10-Hole Steel Disc	Cast Spoke, 10-Hole Disc††

\*Aluminum carrier. \*\*Severe duty w/steel or alum. carrier. †NA w/L-10 engine. ††See your Ford Dealer for additional options. †Special order option.  
 ††Aluminum or polished aluminum. (OA) = Optimized Aftercooling.

## DIMENSIONS CL-9000

WB	CA w/these BBC's:		OAL
	64"	88"	
120"	84"	—	189"
126"	90"	—	195"
134"	98"	74"	203"
142"	106"	82"	211"

## DIMENSIONS CLT-9000

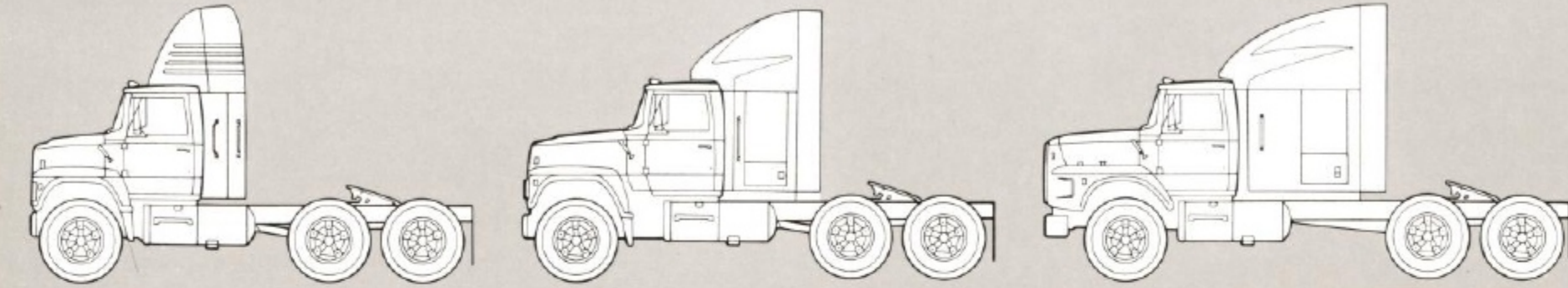
WB	CA in. w/these BBC's:				OAL*
	64"	88"	110"	110"	
142"	106"	82"	—	—	224"
145"	109"	85"	—	—	227"
148"	112"	88"	—	—	230"
152"	116"	92"	—	—	234"
163"	128"	104"	81"	—	245"
178"	142"	118"	96"	—	260"

## DIMENSIONS CLT-9000

WB	CA in. w/these BBC's:				OAL*
	64"	88"	110"	110"	
186"	150"	126"	104"	—	268"
204"	168"	144"	122"	—	286"
246"†	210"	186"	164"	—	328"

\*Add 7.2" w/60" walking beams.  
 †246" WB includes Pogo Stick and Deck Plate (except straight truck models). Dimensions are for base models w/standard equipment. NOTE: Dimensions do not include cab clearance and identification lights, horns or mirrors.

# L-9000 SPECIFICATIONS



SERIES		SINGLE AXLE SERIES	TANDEM AXLE SERIES	SET-BACK FRONT AXLE	
				SINGLE	TANDEM
		L- & LN-9000	LT- & LNT-9000	LS-9000	LTS-9000
GVWR (lb.)	Max.	35,000	64,000	39,000	66,000
GCWR (lb.)	Max.	80,000	82,000†	80,000	82,000†
AXLE, FRONT (lb.)	Std.	9,000	9,000	12,000	12,000
Max. Rating (lb.)	Max. Opt.	16,000*	18,000	16,000	20,000
AXLE, REAR (lb.)	Std.	23,000 Rockwell RS-23-160	34,000 Rockwell RT-34-145	23,000 Rockwell RS-23-160	40,000 Rockwell RT-40-145
Max. Rating (lb.)	Max. Opt.	30,000*	46,000	30,000*	46,000
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air	Air	Air
	Opt.	Air 16½" x 5" F w/12,000-lb. front axle	Air 16½" x 5" or 6" F; Power Disc	Air 16½" x 5" or 6" F; Power Disc	Air 16½" x 5" or 6" F; Power Disc
BRAKES, PARKING	Std.	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type
ENGINE‡	Std.	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240
	Opt.	Cummins L-10 (OA) Formula 270/300; Power Torque 240/250/270/285/300; "Big Cam IV" (OA) Formula 300/315/350; NTC 315/350; Cat 3176 (ATAAC) 250/275/300/325; Cat Economy 3176 (ATAAC) 250/275/300/325; Cat 3306B (ATAAC) 285/300; Cat 3406B (ATAAC) 325/350; Economy 3306B 285/300; Economy 3406B (ATAAC) 310/350	Cummins L-10 (OA) Formula 270/300; Power Torque 240/250/270/285/300; "Big Cam IV" (OA) Formula 300/315/350; NTC 315/350; Cat 3176 (ATAAC) 250/275/300/325; Cat Economy 3176 (ATAAC) 250/275/300/325; Cat 3306B (ATAAC) 285/300; Cat 3406B (ATAAC) 325/350; Economy 3306B 285/300; Economy 3406B (ATAAC) 310/350/400; Cat 3406B (ATAAC) 325/350/400; Economy 3306B 285/300; Economy 3406B (ATAAC) 310/350	Cummins L-10 (OA) Formula 270/300; Power Torque 240/250/270/285/300; "Big Cam IV" (OA) Formula 300/315/350; NTC 315/350; Cat 3176 (ATAAC) 250/275/300/325; Cat Economy 3176 (ATAAC) 250/275/300/325; Cat 3306B (ATAAC) 285/300; Cat 3406B (ATAAC) 325/350; Economy 3306B 285/300; Economy 3406B (ATAAC) 310/350	Cummins L-10 (OA) Formula 270/300; Power Torque 240/250/270/285/300; "Big Cam IV" (OA) Formula 300/315/350; NTC 315/350; Cat 3176 (ATAAC) 250/275/300/325; Cat Economy 3176 (ATAAC) 250/275/300/325; Cat 3306B (ATAAC) 285/300; Cat 3406B (ATAAC) 325/350/400; Economy 3306B 285/300; Economy 3406B (ATAAC) 310/350/400
CLUTCH (Dia. In.)	Std.	14-2 plate	14-2 plate	14-2 plate	14-2 plate
TRANSMISSION	Std.	9-speed	9-speed	9-speed	9-speed
	Opt.	5-speed auto; 7-, 9-, 10-, 13-speeds	5-speed auto; 6-, 7-, 8-, 9-, 10-, 13-, 15-speeds	5-speed auto; 7-, 9-, 10-, 13-speeds	5-speed auto; 6-, 7-, 8-, 9-, 10-, 13-, 15-speeds
FRAME	Max. Std.	10.76 SM 1,183,600 RBM	13.3 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM
RBM = Yield Strength x SM	Max. Opt.	15.9 SM 1,749,000 RBM	30.0 SM† 3,300,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM† 3,300,000 RBM
SUSPENSION, FRONT	Std.	9,000	9,000	12,000	12,000
Combined capacity at ground (lb.)	Max. Opt.	16,000*	20,000*	16,000	20,000
SUSPENSION, REAR	Std.	21,000	34,000 U-340	21,000	34,000 U-340
Combined capacity at ground (lb.)	Max. Opt.	30,000*	Hendrickson suspensions from 34,000 lbs. to 46,000 lbs.; Neway 44,000 lb. air.	30,000*	Hendrickson suspensions from 34,000 lbs. to 46,000 lbs.; also Neway 44,000 lb. air.
AUXILIARY SPRINGS	Std.	4,500	—	4,500	—
POWER STEERING		Optional	Optional	Standard	Standard
WHEELS	Std.	10-Hole Steel Disc	10-Hole Steel Disc	10-Hole Steel Disc	10-Hole Steel Disc
	Opt.	Cast Spoke, Aluminum Disc	Cast Spoke, Aluminum Disc	Cast Spoke, Aluminum Disc	Cast Spoke, Aluminum Disc
TIRES	Std.	Goodyear 11R 22.5G-14	Goodyear 11R 22.5G-14	Goodyear 11R 22.5G-14	Goodyear 11R 22.5G-14

\*Special order option. †Includes reinforcements. ††38,000-lb. Turnpike rating available. ‡Selected Cat engines feature Programmable Electronic Engine Control (PEEC). See your Ford Dealer for availability.

DIMENSIONS												LN/LNT-9000 94.4" BBC												DIMENSIONS												L/LT-9000 106.4" BBC												DIMENSIONS												LS/LTS-9000 106.3" BBC											
WB		138"	144"	150"	162"	174"	186"	204"	222"	234"	246"	258"	WB		150"	162"	174"	186"	204"	222"	234"	246"	258"	WB		131"	143"	155"	167"	185"	203"	215"	227"	239"	WB		150"	162"	174"	186"	204"	222"	234"	246"	258"	WB		131"	143"	155"	167"	185"	203"	215"	227"	239"															
CA		72"	78"	84"	96"	108"	120"	138"	156"	168"	180"	192"	CA		72"	84"	96"	108"	126"	144"	156"	168"	180"	CA		72"	84"	96"	108"	126"	144"	156"	168"	180"	CA		72"	84"	96"	108"	126"	144"	156"	168"	180"	CA		72"	84"	96"	108"	126"	144"	156"	168"	180"															
LN-9000		X	—	X	X	X	X	X	X	X	X	X	LN-9000		X	X	X	X	X	X	X	X	X	LN-9000		X	X	X	X	X	X	X	X	X	LN-9000		X	X	X	X	X	X	X	X	X	LN-9000		X	X	X	X	X	X	X	X	X															
LNT-9000		X	X	X	X	X	X	X	X	X	X	X	LNT-9000		X	X	X	X	X	X	X	X	X	LNT-9000		X	X	X	X	X	X	X	X	X	LNT-9000		X	X	X	X	X	X	X	X	X	LNT-9000		X	X	X	X	X	X	X	X	X															



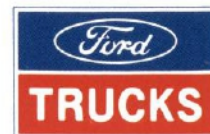
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the AeroForce sales, parts and  
service facilities. Operators are  
ready to take your call from 8 A.M.  
to 8 P.M. (EST).

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



#### **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.