

1990 WORKFORCE FORD B-SERIES



FORD B-SERIES

ENGINEERED TO DELIVER VALUE

You are moving valuable cargo—people. That's why the B-Series is designed with particular attention to performance.

Start with a Ford first—the advanced split hydraulic brake system. In use since 1984, it has features comparable to that of air brakes, like rear wheel spring-set parking brakes. All at hydraulic prices. (If you should choose the optional air brakes, automatic slack adjusters are included.)

Upper and lower hood panels, front floor pan and cowl top panels are galvanized steel for improved corrosion protection. Power steering and power brakes are a part of a

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

Value begins with quality. And at Ford, Quality is Job 1. As a result, the Ford B-Series has developed into a proven competitor. It's built Ford Tough, the end product of innovative engineering.

FLEET-TESTED FORD DIESEL

Even in low mileage appli-

cations, diesel power can offer economical operation in the daily "stop and go" world of people transportation. Since its introduction in 1986, the fleet-tested Ford Diesel has been setting new standards of value. Within the B-Series there are five horsepower ratings: 165/170/185/210/215—all designed to deliver premium performance at mid-range cost.

long list of B-Series features. And the popular tilt-hood option helps keep down the cost of maintenance by providing convenient service access.

EFFICIENT TRANSMISSIONS

B-Series features standard 5-speed Eaton transmissions. The lower first-gear ratios designed into these transmissions result in improved startability, increased gradeability and overall performance over 4-speed transmissions.

The Ford B-Series—dollar for dollar, there may be no better value in the market.

PROVEN IN FORD CARGO

The Ford Diesel was first introduced in the Ford CARGO in 1985 in the 165 hp version. Now, there's an expanded lineup, all turbocharged, featuring aftercooling systems in the 185/210/215 hp models for improved

performance and fuel economy.

PROVEN IN 4 MILLION FLEET-TESTED MILES

Ford Diesel has been fleet-tested through 4 million miles of customer use—in the same tough stop-and-go situations encountered by bus fleets.

The results: experienced fleet owners agree. The Ford Diesel is setting new standards of value in performance and fuel economy.

PROVEN IN OVER 350,000 DEMONSTRATOR PROGRAM MILES

Ford Diesel Power. Proven in Fleet tests. And now proven in over 350,000 Ford Demonstrator Program miles.

We put the Ford Diesel to work in our Demonstrator Program—in three vocations: hauling, refuse and construction. Over 1,400 participants put the Ford Diesel through a minimum of 250 actual working miles in

CARGO and the Ford F-Series, through a variety of "real world" applications—highway, stop-and-go inner city, off-road.

The results—CARGO averaged 9.7 mpg in the 6000 Series and 9.6 mpg in the 7000 Series. The F-600 averaged 8.6 mpg and the F-700 9.3 mpg.

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.

For the complete story, call Toll-Free 1-800-FORD 1ST (367-3178) for a Ford Diesel Engine brochure. Or ask to see one at one of 600 certified Ford Diesel Engine Dealers nationwide.

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



FORD DIESEL POWER

With a Ford diesel powering your workforce, you have the vast experience of a company that's been pioneering diesel performance for agricultural and industrial applications for over 20 years.

The Ford Diesel offers premium performance at a lower-than-premium price. And it continues to be an exceptional value down the road because it's designed for economical operation, simplified service, reduced downtime and rebuildability. Plus you get Extended Service Coverage (ESC) on every Ford Diesel—up to a \$600 value.

"TURBODYNAMIC" COMPONENTRY

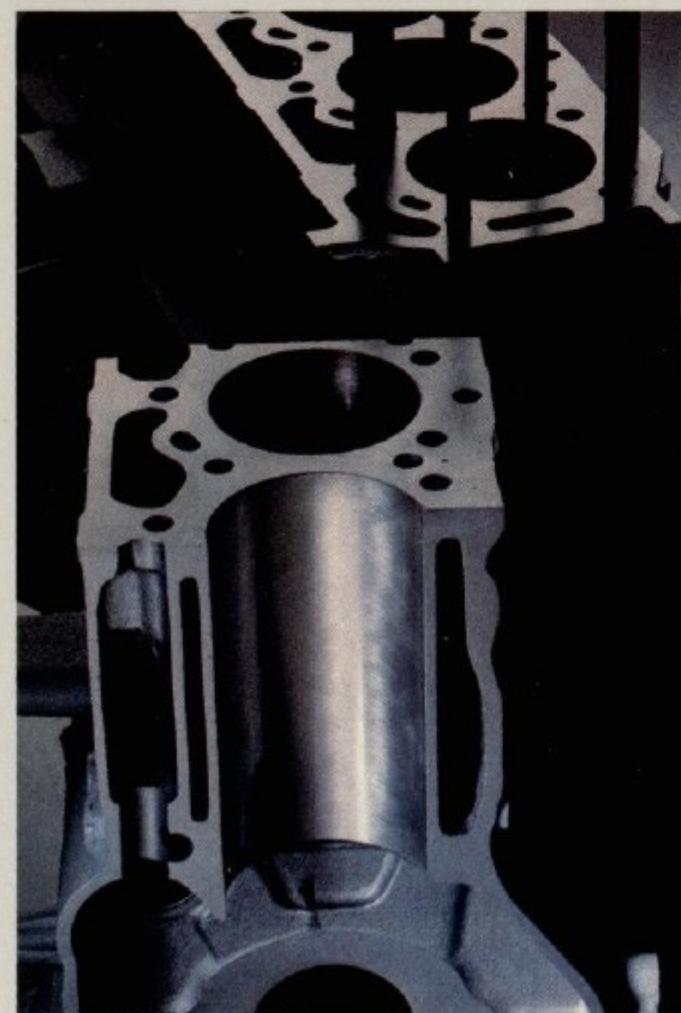
Every Ford Diesel is equipped with the Garrett turbocharger. Matched with a highly efficient combustion system, the turbo delivers responsive power and torque performance, even at high altitudes.

The Bosch high-pressure direct-injection fuel pump provides precise fuel distribution at all engine speeds. The air management and combustion system, featuring large section intake and exhaust manifolds, cross-flow cylinder head with helical intake ports and advanced high-swirl piston bowl shape, is specially designed to create a highly turbulent fuel-air mixture. The result is efficient combustion, good fuel economy and emissions control.

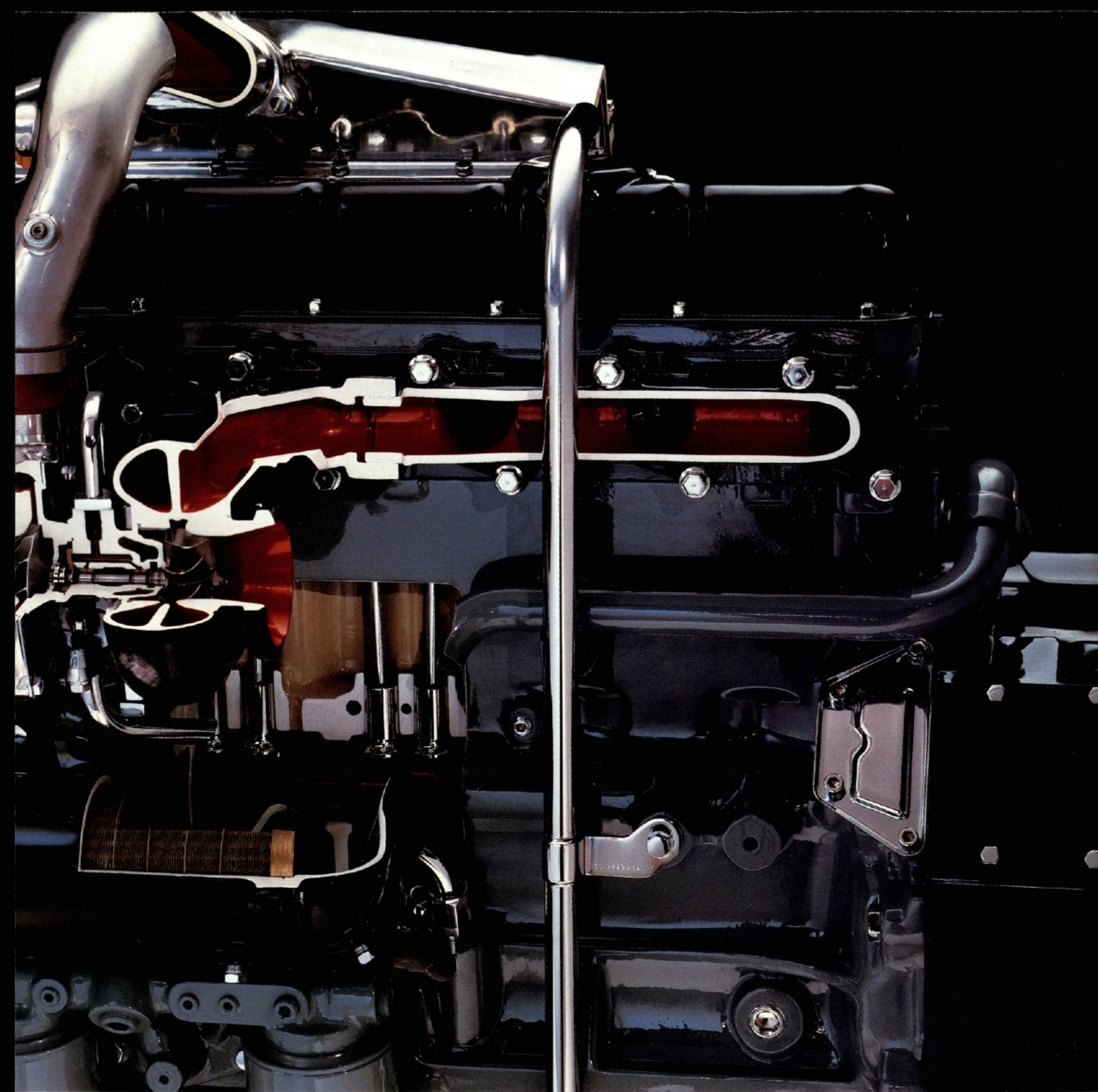
REBUILDABLE COMPONENTRY

Rebuildability is just one of the many features contributing to the Ford Diesel's outstanding value. It's a feature that pays off handsomely, especially in high-mileage operations or at trade-in time.

□ Parent bore cylinder can be bored at four intervals up to 0.040-inch oversize □ 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.



Stress-relieved cast-iron cylinder block has a deep-skirt design that extends well beneath the crankshaft to maximize rigidity and strength. Its parent bore block design actually forms a double cylinder wall compared with the single wall of wet-liner engine.

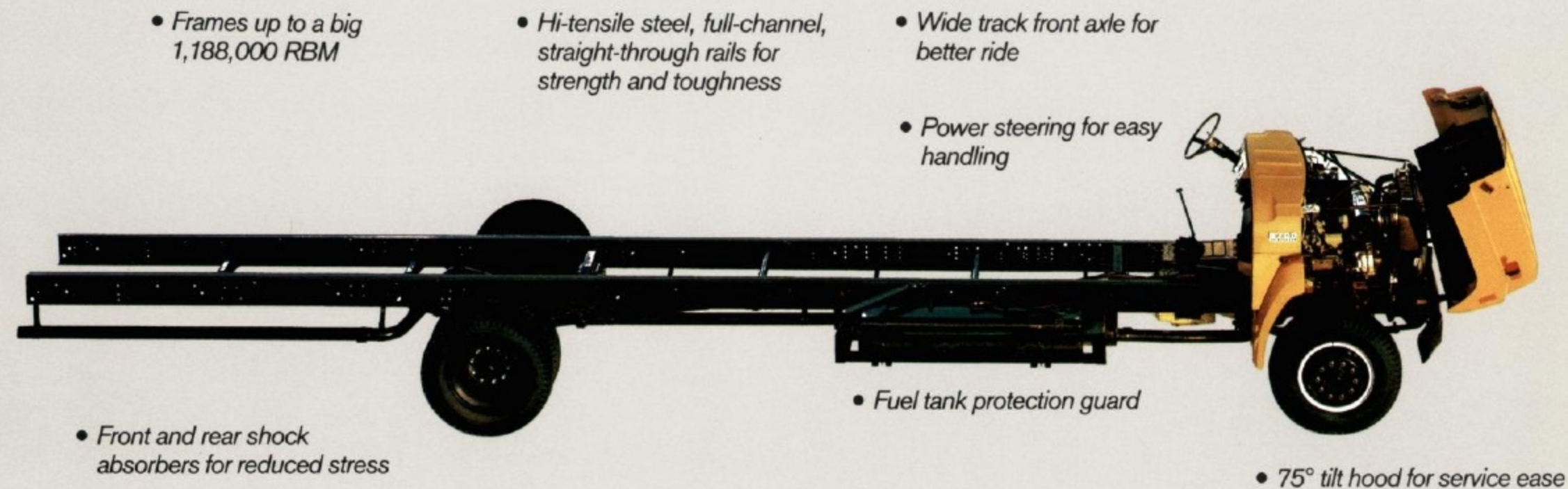


Stress-relieved cast-iron cylinder head features six large-diameter bolt heads per cylinder for efficient and solid clamping of the head gasket.

Stellite-faced, chrome-stemmed exhaust valves, used for years in high-performance engines and reciprocating aircraft engines, provide protection against wear, burning and warping at high temperatures. Stellite is an alloy composed largely of chromium and cobalt.

Forged alloy steel crankshaft is designed for strength. Its seven main bearings provide an exceptionally large area—26.7 square inches—for enhanced support and bearing life. Plus dynamic balancing decreases vibration to also help extend bearing life.

QUALITY ENGINEERING DRIVING EASE



Air brake features at standard prices. Air brakes give you stopping power—but at a premium cost. Ford's split hydraulic brake system, disc front/drum rear, gives you comparable performance, but at a fraction of the cost. Since 1984, thousands of Ford School Buses have proven the value of this quality system.

The spring-set parking brake, for example, is activated by a control knob located on the instrument panel—a feature up until recently found only on air brake systems. The advantage: positive holding power with no driveline slack and no floor-mounted parking brake handle to restrict leg room.

An electric back-up motor operates automatically to provide full braking power in the event of hydraulic power assist failure.

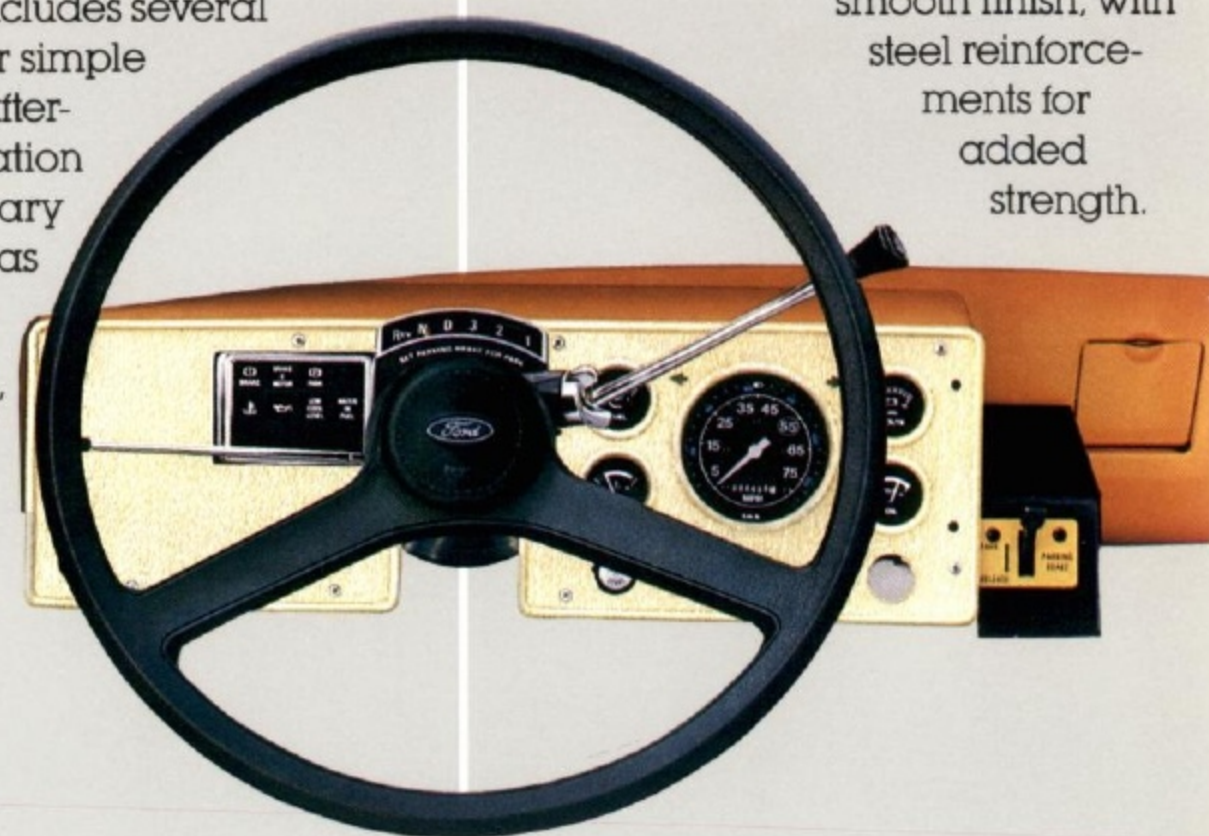
Having fewer parts than vacuum hydraulic systems, Ford's power hydraulic brake system is easier to service. And convenient access simplifies inspection and routine

maintenance.

DRIVER-ORIENTED INSTRUMENT PANEL

The driver-oriented instrument panel is designed for easy viewing. Controls are conveniently located for efficient vehicle operation.

The B-Series instrument panel features a "warning light module" wherein all monitoring systems are clustered together for easy reading. The module includes several blank bulbs for simple and low cost after-market installation of supplementary monitors such as "door ajar" or "warning lights flashing."



A TILT HOOD OPTION FOR SERVICE EASE

A tilt hood means your service people spend their time performing necessary maintenance, not unnecessary motion. Ford's popular tilt hood option allows the entire hood-and-fender assembly to tilt a full 75° for easy accessibility and working room. Construction is of die-formed fiberglass for uniformity and a smooth finish, with steel reinforcements for added strength.

SPECIFICATIONS AND OPTIONS

Series		B-600	B-700
GVWR (lbs.)	Std.	23,000	26,500
	Max.	26,500	30,000
AXLE, FRONT (lbs.)	Std.	8,000	9,000
	Opt.	9,000	—
AXLE, REAR (lbs.)	Std.	15,000	17,500
	Max.	17,500	21,000
SERVICE BRAKES	Std.	Split Power—Hydraulic	
	Opt.	Hyd. H.D. Rear/Air	Hyd. H.D. Rear/Air
PARKING BRAKES		Spring-set with either hydraulic or air brakes	
BATTERY Motorcraft Maintenance-Free 12-Volt	Std.	(2) 535 CCA (71 amp-hr.)	
	Opt.	(3) 535 CCA (71 amp-hr.)	
ALTERNATOR	Std.	75 amp.	
	Opt.	60, 90, 130 amp.	
ENGINES	Std.	Ford Diesel—165 hp	Ford Diesel—170 hp
	Opt.	—	Ford Diesel—185 hp Ford Diesel—210 hp Ford Diesel—215 hp
CLUTCH DIAMETER	Std.	14"	14"
TRANSMISSION (Direct)	Std.	5-Speed	5-Speed
	Opt.	5-Speed, 4-Speed Automatic	5-Speed, 6-Speed, 4-Speed Automatic
FRAME RBM = SM x Yield Strength	Min.	380,000 RBM	1,188,000 RBM
	Max.	1,188,000 RBM	—
SHOCK ABSORBERS	Std.	Front and Rear	
SUSPENSION, FRONT Combined rating @ ground (lbs.)	Std.	9,000	9,000
	Max.	15,000	17,500
SUSPENSION, REAR Combined rating @ ground (lbs.)	Std.	15,000	17,500
	Max.	21,000	21,000
STEERING	Std.	Power	
WHEELS	Std.	Cast Spoke	
	Opt.	6- or 10-Hole, Steel Disc	
TIRES†	Max.	265/75R 22.5G	11R 22.5G
PASSENGERS	Range	35-66	59-72

† Equivalent tube and tubeless (radial and non-radial) tires are available.

ADDITIONAL STANDARD EQUIPMENT

- ☐ Non-lead yellow paint
- ☐ flat face cowl
- ☐ emergency lamp flasher
- ☐ front turn signals
- ☐ halogen headlamps
- ☐ black front bumper
- ☐ yellow grille ☐ driveshaft guard ☐ extended tail pipe
- ☐ dual electric horns ☐ front side marker lights and reflectors ☐ brake backup system motor warning light
- ☐ service and parking brake warning light and buzzer ☐ oil pressure and coolant temperature gauges
- ☐ warning lights and buzzer for low engine oil pressure, low coolant level and high coolant temperature
- ☐ voltmeter ☐ air cleaner rest. indicator (a/cntr. mtd.)

ADDITIONAL OPTIONAL EQUIPMENT

- ☐ Tilt hood ☐ hydraulic jack
- ☐ spare wheel and tire
- ☐ front tow hooks

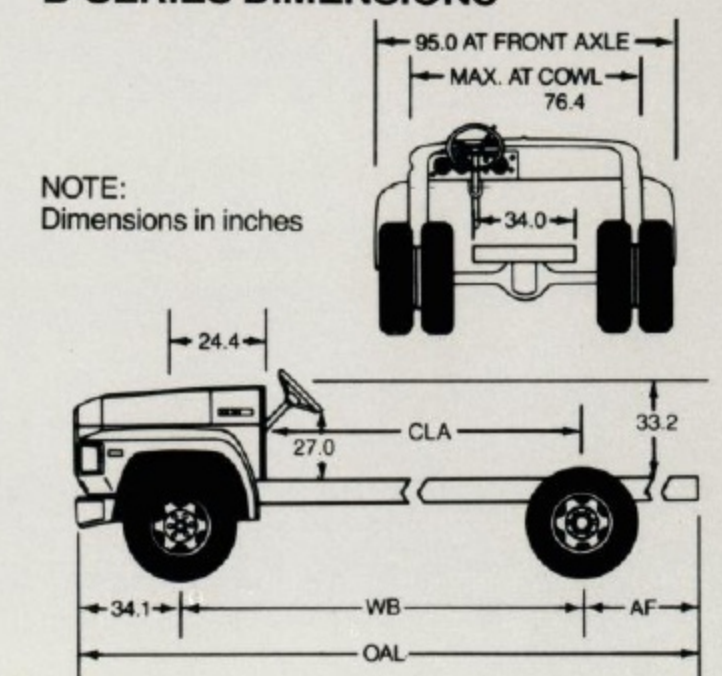
B-SERIES CHASSIS SELECTOR

Chassis Series	Maximum Number of Passengers*	WB	CLA	AF	OAL
B-600	35-36	151"	127"	104"	290"
	47-48	193"	169"	111"	338"
	53-54	217"	193"	130"	381"
	59-60	237"	213"	132"	403"
	65-66	255"	231"	146"	435"
B-700	59-60	237"	213"	132"	403"
	65-66	255"	231"	146"	436"
	71-72	275"	251"	136"	445"

NOTE: Dimensions are for base models with standard equipment.

*Consult bus body supplier as the capacity may be less because of seat spacing, body length or state requirements.

B-SERIES DIMENSIONS



TOLL-FREE SALES
& SERVICE HOTLINE

Call toll-free 1-800-FORD 1ST
(867-3178)* for information concerning B-Series sales, parts or 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



Specifications, descriptions and illustrative material contained were as accurate as known at the time this publication was approved for printing. Ford reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options or accessories illustrated or referred to as optional or available are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

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 Act (OSHA) and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle, and to arrange for the installation of required equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with the respective manufacturers and their sales organizations and Ford assumes no responsibility for their use.

