



LTL-9000



**Classic Flagship Comfort...
Traditional Ford Truck Toughness!**



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



Flagship Quality A Ford Tradition

The story behind Ford's full-conventional LTL-9000 begins with quality—Flagship quality. These premium Fords not only look great, but they're proven road tough. They represent a long tradition based on sound engineering excellence combined with the experience and care with which trucks are built in Ford's giant Kentucky Truck Plant.

Our philosophy: you can't repair quality into a truck; it has to be built into it at Job 1. Ford won't accept anything less. Why should you?

Ford Truck Quality

Ford puts quality on the line—the Louisville LTL-9000 line—with engineering, production, and quality control teamwork to *build them right for you.*

Flagship Aerodynamics

Flagship aerodynamics is synonymous with long term fuel savings—and that's equal to money in your pocket.

It's a fact: as much as 50% of the power required to move your truck down the highway at legal speeds can be spent overcoming aerodynamic drag. That spent power is money wasted.

LTL-9000's air management system recovers part of that loss. The long hood has a clean aerodynamic design with an under-hood air cleaner and frame-mounted bypass oil filter for reducing external air drag. For even greater savings, choose Ford's new Rudkin-Wiley Aerodynamic Improvement Package,* complete with factory-installed roof reinforcements, plus locally installed fiberglass roof fairing, variable top trim tab and cab side extenders.

1984 Ford Engineering "coast-down" tests on trucks fitted with the Rudkin-Wiley Aerodynamic Improvement Package showed a 16.5% aerodynamic drag improvement over identical trucks without the



package. Every 10% improvement in drag reduction—at a constant road speed of 55 mph—results in an approximate 5% increase in fuel economy. As the accompanying graph illustrates, project these figures over the life of your truck and you have estimated savings you can take to the bank.

Work-Ready Fords...With No-Charge Extended Service Coverage

Choose a pre-engineered, pre-priced LL**/LTL-9000 Series truck through Ford's Work-Ready Program† and receive cost-free service coverage for 36 months/300,000 miles

(whichever occurs first), full parts and labor. No-Charge Extended Service Coverage—a savings that can amount to as much as \$7,150.‡

A Ford innovation, the Work-Ready Program is designed to get you the right pre-priced, pre-engineered powertrain, frame, axles and springs for your exact needs. And get them fast.

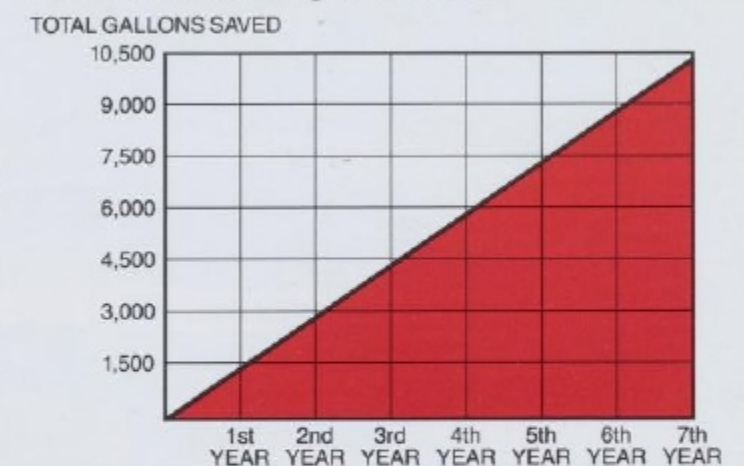
*Late availability. See your Ford Dealer for details.

**LTL-9000 with Special Order single rear axle.

†See your Ford Dealer for details and availability.

‡Based on manufacturer's suggested retail price.

Aerodynamic Improvement Package Estimated Fuel Savings At 55 MPH*



*Projections are valid only for the specific course, vehicle specifications, speeds and driver techniques used during Ford testing. The above chart shows an average annual fuel savings of 8.2% on a truck equipped with the Aerodynamic Improvement Package consuming 18,520 gallons of fuel per 100,000 miles over an identical truck without the Package consuming 20,000 gallons per 100,000 miles. Your actual savings will vary depending on your use.

Flagship Power And Versatility— Styled To Your Job

Ford LL- and LTL-9000 Series Louisville trucks are built with power and versatility for the long haul. Their Flagship styling combines with proven component combinations that match your truck to your needs.

Name Your Job; We've Already Named Your Truck— Ford!

With Ford's Louisville Line, you don't have to settle for a truck that *almost fits*. The LL/LTL-9000 possesses unusual versatility, featuring a variety of factory-installed and warranted job-right components from industry leaders like Eaton, Rockwell and Spicer.

Premium Payloads— Flagship Power

LL- and LTL-9000 long-conventionals are built to handle premium payloads with Flagship power. The LL-9000 boasts GVWRs up to 35,000

pounds with GCWRs to 80,000 pounds. LTL-9000 tandems range up to 62,000 pounds GVWR and 138,000 pounds GCWR (turnpike rating), plus wheelbases up to 306 inches.*

And there is a generous listing of 19 diesel engines from Caterpillar, Detroit Diesel Allison and Cummins—up to 400 horsepower, highlighted by the high-torque rise Caterpillar Economy 3406B, for greater pulling power at lower rpm, and Optimized Aftercooling in the Cummins Formula 300.

Optimized Aftercooling

Because cool air contains more oxygen per cubic inch than warm air, it burns with greater thermal energy. Even more than conventional jacket water aftercoolers, this new aftercooling system cools turbocharged air to relatively low temperatures. The result—cooler combustion air for increased engine efficiency and improved fuel economy.

Spec Them Your Way With Fuel-Saving Options

In addition to the new Aerodynamic Improvement Package option and the standard LTL-

9000 fuel-saving features like fan clutches and Michelin XZA steel-belted radial tires, Ford offers a wide choice of cost-reducing options such as overdrive transmissions, and light-weight aluminum components—bumpers, wheels, front axles and fuel tanks.

LL-9000 (Shown Bottom Right)

Ford LL-9000 tractors and trucks are becoming increasingly popular Western rigs. They combine the spacious full-conventional cab of the LTL with a single rear axle and make ideal tractors for pulling doubles or moving van trailers.

Talk To Owners

Check with Ford L-Series owners, drivers and mechanics. Get actual customer reaction. Then see your Ford Dealer and ask for the best proof, an on-the-job demonstration.

*Special Order Option





The Driver's Point Of View

With the LTL-9000 Flagship you're in for the long haul, so we've designed your long hauler from the driver's point of view.

The difference is easy to see. Start with the windshield. Ford's large, one-piece curved design is unique. Combined with the sloped, aerodynamic hood, it provides the kind of visibility you'll appreciate out on the road or maneuvering into an inner-city loading dock.

Get behind the wheel. Ford offers a choice of 18 lo- and hi-back driver and passenger seats for individualized comfort and driving efficiency. Feel the spaciousness of the LTL-9000 Flagship—there's more leg and shoulder room than any comparable rig in the industry.

Three handsome and practical interior trims round off the inside story of Ford comfort and convenience.

Custom Hi-Level Interior Trim (Shown At Left)

Fully trimmed in caramel or charcoal, a sampling of this top-line trim group features: fully padded door trim panels. 36-ounce carpet bonded to 1/2-inch of needled nylon insulation and laid over fiberglass insulation covering the floor. 18-ounce carpet on lower cab back panel and dual map pockets. Polyknit/vinyl headlining with foam padding. 21-inch sport steering wheel. National Companion seat. Radio prep package.

Custom Interior Trim (Shown Bottom Left)

Available in tan/saddle, and includes: polished woodtone vinyl applique on the optional linehaul instrument panel (black with Standard fleet panel). Padded door trim panels with map pockets. Vinyl covered foam rubber-backed floor mat over fiberglass insulation. Cab back insulation panel. Left door courtesy light switch.

Standard Interior (Shown Bottom Right)

National Cush-N-Aire lo-back driver's seat (adjustable lumbar support) is trimmed with breathable knitted vinyl in charcoal. Cab back trim panel over insulation. Charcoal-painted hardboard headlining. Dual vinyl sun visors. Tinted windshield. Map pocket in driver's door. Armrests on doors. Black vinyl-covered 1/4-inch foam-backed rubber floor mat over 3/8-inch fiberglass insulation. Dual bright aluminum door-mounted assist handles.

Fleet Instrument Panel

Standard on the LTL, gauges read "3 o'clock normal" for fast reading, and controls are placed within easy reach.



Sleeper compartment features luxury options like separate heating/air conditioning controls and built-in dual radio speakers.

Built Ford Tough For Flagship Service

A Decade Of Ford Toughness: Nearly 800,000 Trucks Sold... 500,000 Still On The Road!

The Ford LTL-9000 means real business when it comes to bottom line results. This Ford Tough truck is designed for Flagship service, combining linehaul premium options with the kind of ruggedness that is a Ford tradition.

Ford sold almost 3/4 million 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 in operation. In fact, over 70% of all Ford big trucks (Classes 6-8) sold during that period are still on the job.

From the tough, all-welded cab to computer designed suspension systems, all of the features described herein work together to tell the LTL-9000 service story from the ground up.

Tough All-Welded Cab Construction

The LTL-9000 Series is designed to handle the challenges of day-in, day-out, mile-upon-mile of linehaul operation. Tough Ford cabs feature sturdy steel components welded into a single solid assembly. The cab is isolated from the frame by a 4-point mounting system with heavy-

duty rubber mounts for effective absorption of shock and stress.

Flagship Fit and Finish

The LTL-9000 has a special compression-molded long-nose hood, and a handsome finish to match its great fit. The hood's outstanding finish is complemented by the bright, extruded aluminum grille and the optional chrome-plated

zinc die-cast grille surround molding.

The hood hinges are lightweight aluminum forgings with fore-and-aft, vertical and side-to-side adjustments for optimum fit. The tough stabilizer system secures the hood and radiator through the most severe service.

Tight Turning Trucks

Ford full conventional LTLs have wide-track front axles with large wheel cut-angles for tight turning capability.

Tough Anti-Corrosion Cab Protection

With the LTL-9000, toughness goes beyond external Flagship appearance. Beneath their eye-catching looks, LTL cabs are treated with the latest in Ford technology to fight corrosion where it starts, down deep. Sealers, aluminized waxes and zinc-coated steel are used in critical areas. In addition, cabs are fully immersed in primer and a high-voltage electrical charge bonds the primer to the metal.

Tough Exhaust Systems

The LTL offers a choice of optional exhaust systems, including: dual* bright vertical mufflers and pipes; single or dual* horizontal mufflers and bright vertical pipes; or a single horizontal muffler with bright or plain vertical pipe (NA with V-8s) routed under the frame for special body clearances.

*Duals are standard with 8-V 92TA Detroit Diesels and are available Special Order with Cummins NTC and Caterpillar engines.

Baked-On Acrylic Enamel Finish

For a brilliant long-lasting finish, Ford uses carefully controlled high quality baked-on acrylic enamel paints.

Tough Job-Right Frames

The frame is the backbone of a truck. Everything is mounted on or suspended from it. It must stand up to the twisting of off-road runs, engine and driving axle(s) torque wind up, the sudden shocks of loading, and more.

That's why Ford offers a wide variety of job-right tough frames—all the way up to the

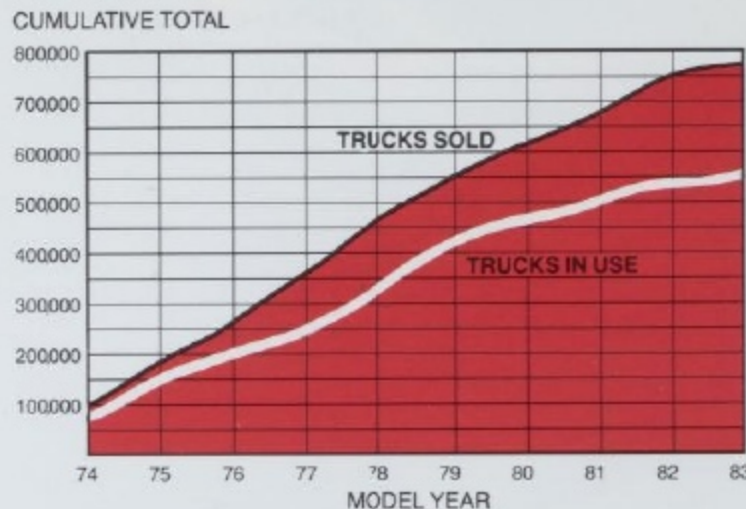
30.0 Section Modulus, 110,000 psi double-channel all-bolted frames available on tandem series.

Tandem Suspensions

The Hendrickson E4-340 and 380 are offered on LT and LTL-9000 Series tandems. These advanced concept 4-spring suspensions were developed by Ford and Hendrickson with the help of Ford's Computer Aided Design System (CAD). The E-4 series highway suspensions are built tough, yet are light in weight. They provide equalizer beam stability for improved axle loading, outstanding articulation and superb riding characteristics. Premium rubber bushings are used throughout for long life. *Adjustable torque arms* are available on both the E4-340 and E4-380 series.

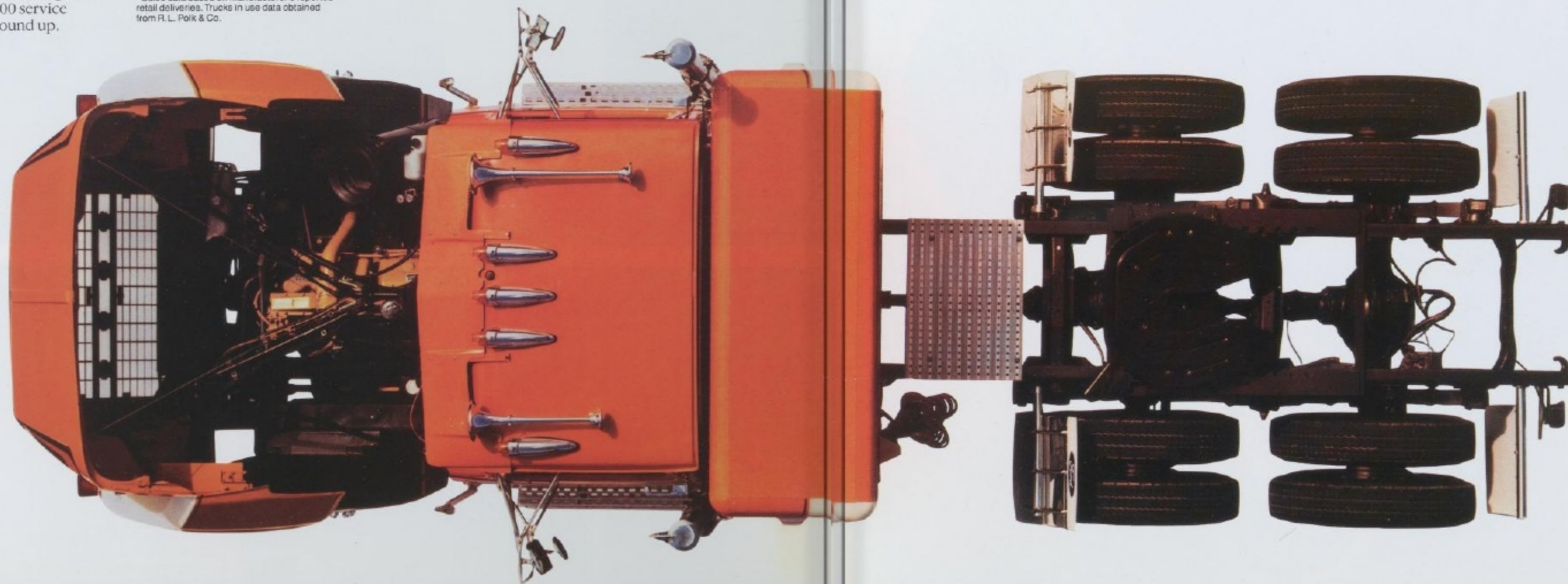
Ford continues to offer a wide choice of other tandem suspensions to meet your on- or off-highway job requirements.

Ford Sold Almost 800,000 Class 6-8 Trucks From 1974 - July 1, 1983... Over 500,000 Are Still In Use*



*Sales data based on manufacturer's reported retail deliveries. Trucks in use data obtained from R. L. Polk & Co.

WHEEL CUT ANGLES UP TO 40°





Service Ease

Reduced Maintenance Costs

Ford LTL front ends open wide to help reduce shop time and maintenance expense. The large steel-reinforced fiberglass hood-and-fender assembly opens easily a full 60°. It swings up and away from the engine and radiator. Designed for easy, one-man operation, the standard gas cylinder-assist system gently closes the hood. The bumper design provides sufficient tire-to-bumper clearance for convenient step-in access to the engine. Engine compartment color-coded air lines and wiring simplify circuit identification and tracing.

In addition to the tilting hood, Ford continues to offer a number of maintenance-reducing and serviceability features: maintenance-free batteries; 3-piece instrument panel so only the affected section need be opened or removed; removable Air-Pac that allows controls and manifold to be taken out as a unit for repair; chassis wiring, secured with non-abrasive fasteners, routed high on the frame rail and away from the "corrosion gutter."

Attractive Multitone Paint Options

Ford offers "custom-type" paint/tape schemes in many popular combinations so you can order your rig factory-dressed. Multitone paints are all baked-on acrylic enamel for lasting brilliance.

Custom Hi-Level Exterior Trim

Options include: bright finish, grille surround molding, hood latches, Signal Stat torpedo lights, dual Grover air horns, deep-design aluminum bumper with dual driving and fog lights, Western mirrors, and vent window frame.

Dual Hi-Level Trim

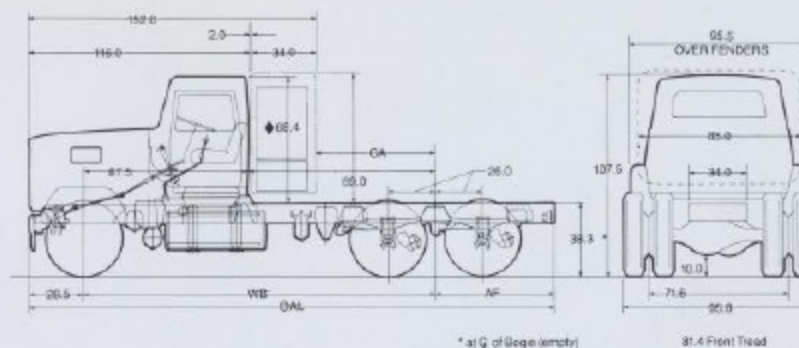
Combines the Custom Hi-Level Exterior Trim with the Custom Hi-Level Interior Trim shown on pages 8 and 9.

Dimensions

Ford LTL-9000 Dimensions — Inches

WB	CA w/o Sleeper	CA w/34" Sleeper	AF	OAL
174	87		63	266
186	99		63	278
204	117	81	63*	296*
222	135	99	75	326
246	159	123	126	401

*75" AF and 308" OAL with LTL-Series with Hendrickson Walking Beam Suspension. Dimensions are for base models with standard equipment. Special wheelbases available up to 306 inches.



LTL-9000 Specifications

	DIESEL ENGINE CHOICES	SAE Max. Gross Horsepower Ratings
Std.	Cummins NTC 300	300 hp @ 2100 rpm*
Opt.	Cummins Formula 300	300 hp @ 1800 rpm*
Opt.	Cummins Formula 300 Optimized Aftercooling	300 hp @ 1800 rpm†
Opt.	Cummins NTC-350	350 hp @ 2100 rpm*
Opt.	Cummins Formula 350	350 hp @ 1800 rpm
Opt.	Cummins NTC 400	400 hp @ 2100 rpm*†
Opt.	Cummins Formula 400	400 hp @ 1900 rpm†
Opt.	Detroit Diesel 8V-92TA	400 hp @ 2100 rpm*†
Opt.	Cat. Diesel Economy 3406B	310 hp @ 1800 rpm
Opt.	Cat. Diesel 3406B	310 hp @ 2100 rpm
Opt.	Cat. Diesel Economy 3406B	350 hp @ 1800 rpm†
Opt.	Cat. Diesel 3406B	350 hp @ 2100 rpm†
Opt.	Cat. Diesel Economy 3406B	400 hp @ 1800 rpm†
Opt.	Cat. Diesel 3406B	400 hp @ 2100 rpm*†

*Available in California. †Not available with Special Order single-axle option.

Standard Equipment

Axle, Front

12,000-pound Ford-Rockwell

Axle, Rear

Tandem (LTL)

40,000-pound Rockwell SQ-100 steel

Single Axle (LL*)

23,000-pound Rockwell R-170

Axle Equipment

Grease seals, front
Ross 504 manual steering
22-inch black steering wheel
Chicago rawhide unitized wheel seals
Rear axle magnetic drain plugs

Brakes, Service

Full air, cam type
Front—15"x4" w/type 16 chambers
Rear—16½"x7" (Eaton single-anchor pin or Rockwell "Q" series)

Brake Equipment

13.2-cubic foot Cummins compressor
Anchorlok spring-set parking brake

Cab Equipment

Lightweight all-aluminum cab with steel reinforced support structure
National Cush-N-Aire lo-back driver's seat
Tinted windshield
2-speed electric wipers with washers
Dual Signalone air horns*

Speedometer and tachometer
Air, fuel, oil pressure, voltmeter and water temperature gauges
Cab entry assist handles—LH and RH
Armrests—LH and RH
Ashtray—coat hook—dome light
High-output fresh air heater and defroster
Map pocket—LH door
ICC lights and reflectors
Western mirrors, 16½"x7"—painted (with auxiliary mirrors)
Cab painted any standard color
Chassis painted black

Electrical

75-amp., 112 watt Motorcraft alternator
Motorcraft Batteries, maintenance-free, in aluminum boxes—two 12-volt, 95-amp., 625 CCA each
Automatic reset circuit breakers

Engine

Cummins NTC-300

Engine Equipment

Single stage 13-inch, dry-type air cleaner w/restriction indicator
Spicer 14-inch two-plate dampened disc clutch
Single frame-mounted vertical muffler and 5-inch pipe—bright finish
Cummins spin-on bypass oil filter
Bendix fan clutch
Delco 12-volt 40 MT type 400 starter w/push-button switch

Locking T-handle throttle
1450 square-inch cross-flow radiator
Cummins Fleetguard water filter
w/Cummins and Caterpillar engines

Frame—

Standard: 13.3 SM—1,463,000 RBM
Optional (max.): 30.0 SM—3,300,000 RBM

Fuel Tank

20-inch diameter aluminum, frame-mounted LH w/strap mounted steps
65-gallon capacity

Springs, Front

4"x5.2" flat leaf type
6,800-pound capacity each at ground
"H-Beam" spring shackle

Suspension, Rear

Tandem (LTL)
Hendrickson E4-340 4-spring type
34,000-pound capacity
52-inch axle spacing

Single Axle (LL*)

Radius leaf springs
23,340 pound capacity radius leaf type
2,250 pound auxiliary

Tires/Wheels

Michelin 11R x 22.5XZA
10-hole steel disc
Statically balanced tires, wheels and hubs/spiders

Transmission

Fuller RT-11610, 10-speed direct
Spicer 1760 main/1610 interaxle drive line with Guidecoat™ splines

Miscellaneous

Painted steel bumper
Electrocoat cab corrosion protection

*Special Order Option

Chassis Optional Equipment

Axle, Front

10,000-pound, steel (LL-9000)
11,000-pound, steel
12,000-pound, aluminum
16,000-pound, steel

Axle, Rear

23,000-pound Eaton 23171 (LL-9000)
38,000-pound Eaton DS-381
40,000-pound Rockwell w/aluminum carrier SQ100
40,000-pound Rockwell—steel or aluminum SQ100P
46,000-pound Rockwell SSSD or Eaton DP460P/DS460P

Brakes, Parking

Maxi I or II, MGM

Brakes, Service

Front, power disc air wedge
Rear, centrifuse brake drums

Frame

SM: 15.9 21.6 26.0 30.0

Fuel Tanks

65-gallon dual aluminum LH & RH 20-inch dia.
95-gallon dual aluminum LH & RH 24-inch dia.
95-gallon dual aluminum—polished LH & RH 24-19inch dia.
120-gallon dual aluminum LH & RH 24-inch dia.

Steering

Power

Suspension, Front

13,600-pound capacity for 12,000-pound axle

Suspension, Rear

Hendrickson: U-340, UA-340, UE-340, UEA 340, RT-380, RTA-380, RTE-380, RTEA-380, RS-380, RT-440, RT-440 HD, RSA-380, E4-380

Cab Optional Equipment

Bright grille surround w/standard trim

Bumper—18-inch chromed aluminum with dual Marchal fog and driving lights

Radio hot post and ground

Radio:

AM push button
AM/FM stereo*
AM/FM stereo w/cassette tape*

Bright windshield molding w/standard trim

Air conditioning—integral w/radiator-mounted condenser and tinted glass

Torpedo marker lights w/standard trim

Instrument panel, linchaul
Temperature gauges—engine oil, transmission, rear axle

Dual Grover No. 1700 air horns

Snow shields for Grover horns

Warning lights—oil pressure and water temperature

Warning lights w/buzzers—oil pressure and water temperature

Western mirrors:

- stainless
- lighted, painted
- lighted, heated, stainless
- stainless, for 102-inch wide trailers*

Adjustable steering column

Steering wheels:

- 22-inch w/power steering (std. w/manual)
- 21-inch sport (included w/Custom Hi-Level Trim)
- 20-inch w/manual (std. w/power steering)

Speedograph and/or tachograph

Tinted glass all around (included w/air conditioning)

Roof vent

Air windshield wipers

Exterior sun visor**

Sleeper compartment**

34-inch aluminum sleeper compartment
w/80" x30" x6" innerspring mattress, LH door, heater, vents and lighting

Standup Penthouse 60-inch sleeper version now available

Options:

Hi-Level Trim (includes LH and RH doors, radio speakers and controls and mattress cover)

Air conditioning (w/cab air conditioning)

Radio speakers and controls w/standard trim

*Special Order Option

**Modification Center Installation

Options Availability

Options displayed or described 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 the respective manufacturers and their 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 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.

"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.





Now More Than Ever
Ford Means Business
In Big Trucks



FORD LTL-9000

TRUCK OPERATIONS



FTO 8624 Litho in U.S.A. 8/85