

# FORD LTL-9000







**IF YOU HAVEN'T  
LOOKED AT TODAY'S  
FORD 9000's**

---

**YOU HAVEN'T  
LOOKED AT  
BIG TRUCKS!**



# FORD LTL-9000

...ideal for a wide range of applications.

Ford's rugged long-conventional LTL-9000 is built to take on any big conventional on the road. Wide range of heavy-duty components from leaders like Eaton, Rockwell and Fuller. Special ratings up to 138,000 lb. GCW and special wheelbases up to 280 in. — or longer!

**Powerful.** Choice of Cummins, Caterpillar and Detroit Diesel engines up to 440 hp.

**Plush.** Custom hi-level interior — superbly appointed, soundly insulated — offers unusual comfort.

**Rugged.** From deep-channel bolted frames to unique pressure-formed steel-reinforced fiberglass hood, the LTL is one tough truck. Built on a special production line in Louisville, Ky., one of the world's largest and most modern exclusive heavy truck plants.





# FORD LTL-9000

Long on comfort and convenience...  
for the long haul.

Another of the big advantages of the Ford full-conventional cab is the spacious, well-planned and human-engineered interior. And you have a choice of three practical yet luxurious interior trim levels.

**(A) Custom Hi-Level Interior Trim.**

This top-of-line interior choice is fully and handsomely trimmed. Shown in caramel, it's also available in charcoal.

The Custom Hi-Level Interior features (in addition to or in place of Custom items): handsome, fully padded door trim panels with bright accent bars • 36-ounce carpet bonded to 1/2 in. of needle nylon insulation over 3/4-in. sound deadener covering floor • 18-ounce carpet on lower cab back panel and dual map pockets • vinyl upper cab back panel • polyknit/vinyl headlining with foam padding • 21-in. sport steering wheel • National Companion seat with fore-aft isolator and lockout • dual black auxiliary floor mats • radio prep package with mounting console, wiring and antenna.

**(B) Custom Interior Trim.**

Available in tan/saddle, this trim level includes (in addition to or in place of standard items): polished woodtone vinyl applique on instrument panel • padded door trim panels with map pockets • vinyl-covered hardboard headlining • dual padded vinyl sun visors with tensioning clip • cigarette lighter • saddle vinyl-covered 1/4-in. foam rubber-backed floor mat over 3/4 in. of fiberglass insulation • cab back insulation panel • left door courtesy light switch.

**Standard interior.**

Features include the National Cush-N-Aire driver's seat trimmed with breathable knitted vinyl in charcoal • cab back trim panel over insulation • charcoal-painted hardboard headlining • dual vinyl sun visors • tinted glass windshield • linehaul instrument panel with removable Air-Pac, hinged gauge and circuit breaker panels • map pocket in driver's door • armrests on both doors • black vinyl-covered foam-backed rubber floor mat over fiberglass insulation • dual bright aluminum door-mounted grab bars.

**(C) Sleeper stowage compartment.**

The good-sized, lockable stowage compartment on the driver's side has plastic-coated plywood floor and sides to accommodate a wide variety of tools, gear, oil, flares, etc.

**Sleeper luggage compartment.**

The big, lockable luggage compartment on the passenger side has carpeting on both sides and the door to protect your luggage with Custom Hi-Level Trim (shown), plywood covering with basic trim. Large door is easily accessible from the ground level.

**(D) Easy-to-read instrumentation.**

Most gauges are grouped in the right-hand section of the linehaul instrument panel and calibrated to show "normal" operating conditions with their pointers at "3 o'clock." No detailed readout is needed.

The linehaul instrument panel has a rich-looking woodtone vinyl applique with Custom and Custom Hi-Level Trim, and the sport steering wheel is included with Custom Hi-Level Trim.

**(E) Sleeper compartment.**

The LTL sleeper compartment option is comfortable and carefully appointed, and features a large 29-in. x 50-in. opening for easy entry.

The Custom Hi-Level Trim (shown) is available in charcoal or caramel, while the Custom sleeper is trimmed in tan/saddle. A comfortable 6-in. thick inner-spring mattress 30-in. wide and 80-in. long is standard.

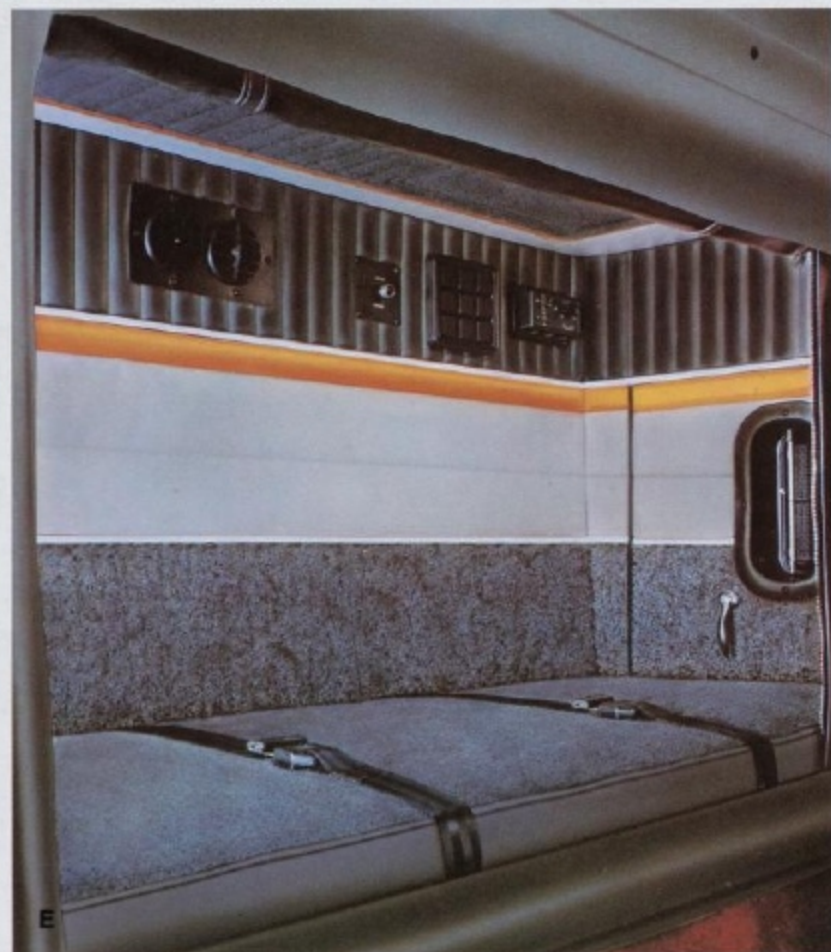
A separate heater unit, fresh air vents, interior lights, cab matching interior trim, and LH exit door are all standard. Sleeper heating and air conditioning (optional) systems feature separate units and silicone hoses. Built-in radio speakers and controls, dual side entry/exit doors, and mattress cover are included with Custom Hi-Level Trim.

**Suit yourself seat selection.**

Ford LTLs offer a wide choice of Hi- and Lo-Back driver and passenger seats as shown by this representative selection.

- (F) L-S Unison Lo-Back (Standard,\* Custom)
- (G) L-S Unison Air Lo-Back (Standard,\* Custom)
- (H) Bostrom West Coaster II Lo-Back (Standard, Custom,\* Hi-Level)
- (I) National Cush-N-Aire Lo-Back (Standard, Custom, Custom Hi-Level\*)
- (J) National Cush-N-Aire Hi-Back (Standard, Custom, Custom Hi-Level\*)
- (K) Bostrom Levelaire II Lo-Back (Standard, Custom, Custom Hi-Level\*)
- (L) Bostrom Levelaire II Hi-Back (Custom Hi-Level)
- (M) Bostrom Westcoaster II Hi-Back (Custom Hi-Level)

\*Illustrated. + PEO





# FORD LTL-9000

## Impressive full-conventional cab features and options.

The big LTL-9000 116-in. BBC full conventional is designed to bring popular, proven Ford Louisville Line features to traditional conventional applications. A factory-installed sleeper compartment, plus a long list of truck components are offered to fit almost any application.

But the LTL-9000 is more. Take a look at the hood and cab. One look will tell you the LTL is one handsome truck. And there's a functional reason for this great looking truck... aerodynamics.

### Aerodynamic design.

The long hood has a clean aerodynamic design with an under hood, rather than exposed, air cleaner for a sleek appearance without external air drag. Drag is further reduced by mounting the bypass oil filter on the frame, and using a recessed assist handle for tilting the hood.

The entire hood assembly is carefully contoured to reduce profile air drag. The result: Although the radiator is 40% larger than that of the LT-9000, the LTL has 3% to 11%\* less aerodynamic drag.

\*Drag coefficient reduction of 3% with van trailer and 11% with flatbed. Based on Ford tests.



The functional aerodynamic design of the LTL hood also permits downward sight lines... as good as the shorter hood LT-Series.

### Air shield mounts.

To help reduce air drag even more and save fuel, Ford offers optional cab roof brackets for mounting a Rudkin Wiley or Uniroyal air deflector.

### Chromed deep aluminum bumper.

Aerodynamic deep-section design pro-

vides an air dam effect. Marchal fog and driving lights included with this option.

### Handsome fit and finish.

The LTL-9000 has a special compression-molded long-nose hood, and an outstanding finish to match its great fit. The hood's fine finish is complemented by the bright, solid, extruded aluminum grille and the optional bright zinc die-cast grille surround molding.

The hood hinge is a lightweight aluminum forging with fore-and-aft, vertical and side-to-side adjustments for optimum fit. There's also a tough stabilizer system to keep the hood and radiator in place for severe duty service.

### Aluminum fuel tanks.

Lightweight aluminum cylindrical fuel tanks are frame-mounted and include full-length, self-cleaning steps. Capacities range from a 65-gal. single tank to dual 120-gal. tanks.

### Battery system.

Maintenance-free batteries are frame mounted in lightweight, cast aluminum boxes to minimize vibration and potential battery damage. Batteries are solidly mounted forward of fuel tanks behind fender splash shields.

### Big cross-flow radiator.

Ford's standard 1445-sq. in. cross-flow radiator is designed to cool even the biggest optional diesel engines.

### Western mirrors.

A variety of western mirrors are available including the lighted, heated stainless mirrors. Convex auxiliary mirrors are standard.

### Custom Hi-Level Exterior Trim.

This value-packed appearance option includes bright finish: grille surround molding • hood latches • torpedo-type cab roof lights • Grover air horns (dual base) • deep-design aluminum bumper with dual driving and fog lights • western mirrors • window frame.

### Dual Hi-Level Trim.

This package combines the Custom Hi-Level Exterior Trim package with the Custom Hi-Level Interior Trim package as shown on pages 6 and 7.

### New AM/FM stereo radio options. +

Ford factory-installed radios are great performers with 100% solid state chassis and precision engineering. Choice

of AM/FM stereo or AM/FM stereo with cassette tape. + PEO

### New Hendrickson E4-340.

Now standard, this highly advanced concept 4-spring tandem suspension was developed with the extensive use of C.A.D. Computer Aided Design. The E4-340 is built tough yet light in weight, and provides equalizer beam stability, outstanding articulation, and improved ride. This new suspension has been extensively tested in the laboratory, on proving grounds and in fleet service. The new 38,000 lb. capacity E4-380 is optional.

### (A) Hood tilt assists.

Ford's two gas-cylinder assist mechanisms provide for the smooth opening and closing of the hood.

### (B) Service ease.

The long hood tilts forward, with convenient recessed hood hand hold, a full 60° exposing the entire engine for fast, efficient service. The big diesel engine is well ahead of the firewall leaving plenty of elbow room to work.

### (C) Sun visor.

The attractive exterior sun visor option and standard tinted glass windshield combine to reduce glare and heat.

### (C) Air horns.

Choose popular Signalone or Grover No. 1700 dual air horns (included with Hi-Level Exterior trim). Snow shields for Grover air horns are another popular option for northern climates.

### (D) Bright aluminum bumper.

A weight-saving shallow-design anodized aluminum bumper is available on the LTL in place of steel.

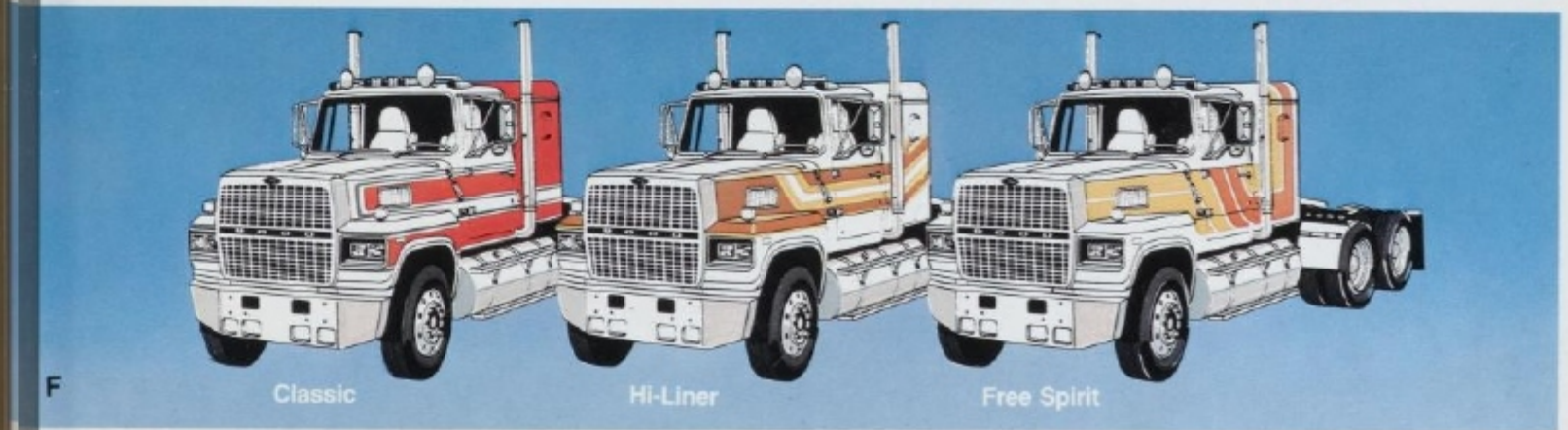
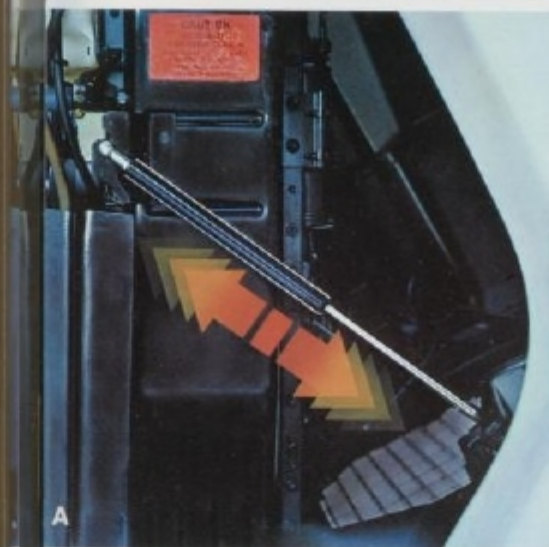
### (E) Exhaust systems.

In addition to the standard frame-mounted bright vertical muffler and pipe, the LTL offers a choice of optional exhaust systems. These systems include: 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 (N.A. with V-8s) routed under the frame for special body clearances.

### (F) Multitone paint/tape options.

Ford offers "custom-type" multi-color schemes in many combinations so you can dress up your rig at the factory.

\*\*Duals are standard with 8V-92TA or TTA Detroit Diesels, and available PEO with Cummins NTC and Caterpillar engines.



F

Classic

Hi-Liner

Free Spirit





## FORD LTL-9000 SPECIFICATIONS

### Standard Equipment

**Axle, Front**  
12,000-lb. Ford-Rockwell

**Axle, Rear**  
**Tandem (LTL)**  
38,000-lb. Rockwell SQ-100 steel  
**Single Axle (LL)\*\***  
23,000 lb. Rockwell R-170

**Axle Equipment**  
Grease seals, front  
Ross 504 manual steering  
black steering wheel  
National unitized wheel seals, rear  
Rear axle magnetic drain plugs

**Brakes, Service**  
Full air, cam type  
Front — 15"x4" w/type 16 chambers  
Rear — 16 1/2"x7"

**Brake Equipment**  
13.2-cu. ft. Cummins compressor  
Anchor-Lok spring-set parking brake

**Cab Equipment**  
National Cush-N-Aire driver's seat  
— Lo-Back  
Tinted windshield  
Electric wipers w/washers  
Dual Signal-tone 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  
16"x7" western mirrors — painted, with convex auxiliary mirrors  
Cab painted any standard color  
Chassis painted black

**Electrical**  
75 amp. Motorcraft alternator  
Two 12 volt, 93 amp., 625 CCA each,  
Motorcraft maintenance-free batteries in aluminum boxes  
Automatic reset circuit breakers

**Engine**  
Cummins NTC-300

**Engine Equipment**  
Single stage, 13" dry-type air cleaner w/restriction indicator  
Spicer 14" two-plate dampened disc clutch  
Single frame-mounted vertical muffler and 5" 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  
1445-sq. in. cross-flow radiator  
Cummins Fleetguard water filter w/Cummins and Caterpillar engines

**Frame — 110,000 PSI Steel**  
10.12"x3.13"x.312"  
13.3 SM straight rail  
1,463,000 RBM  
Bolted construction

**Fuel Tank**  
20" diameter aluminum, frame-mounted LH w/steps  
65-gallon capacity

**Springs, Front**  
4"x52" flat leaf type  
6800-lb. capacity each at ground  
"H-Beam" spring shackle

**Suspension, Rear**  
**Tandem (LTL)**  
Hendrickson E4-340 4-spring type  
34,000-lb. capacity  
52" axle spacing  
**Single Axle (LL)\*\***  
Radius leaf springs  
10,590-lb. capacity  
2,250-lb. auxiliary

**Tires/Wheels**  
Michelin 11Rx22.5XZA  
10-hole steel disc  
Statically balanced tires, wheels and hubs/spiders

**Transmission**  
Fuller RT-11610, ten-speed direct  
Spicer 1760 main/1610 interaxle drive line

**Miscellaneous**  
Painted steel bumper  
Electrocoat cab corrosion protection

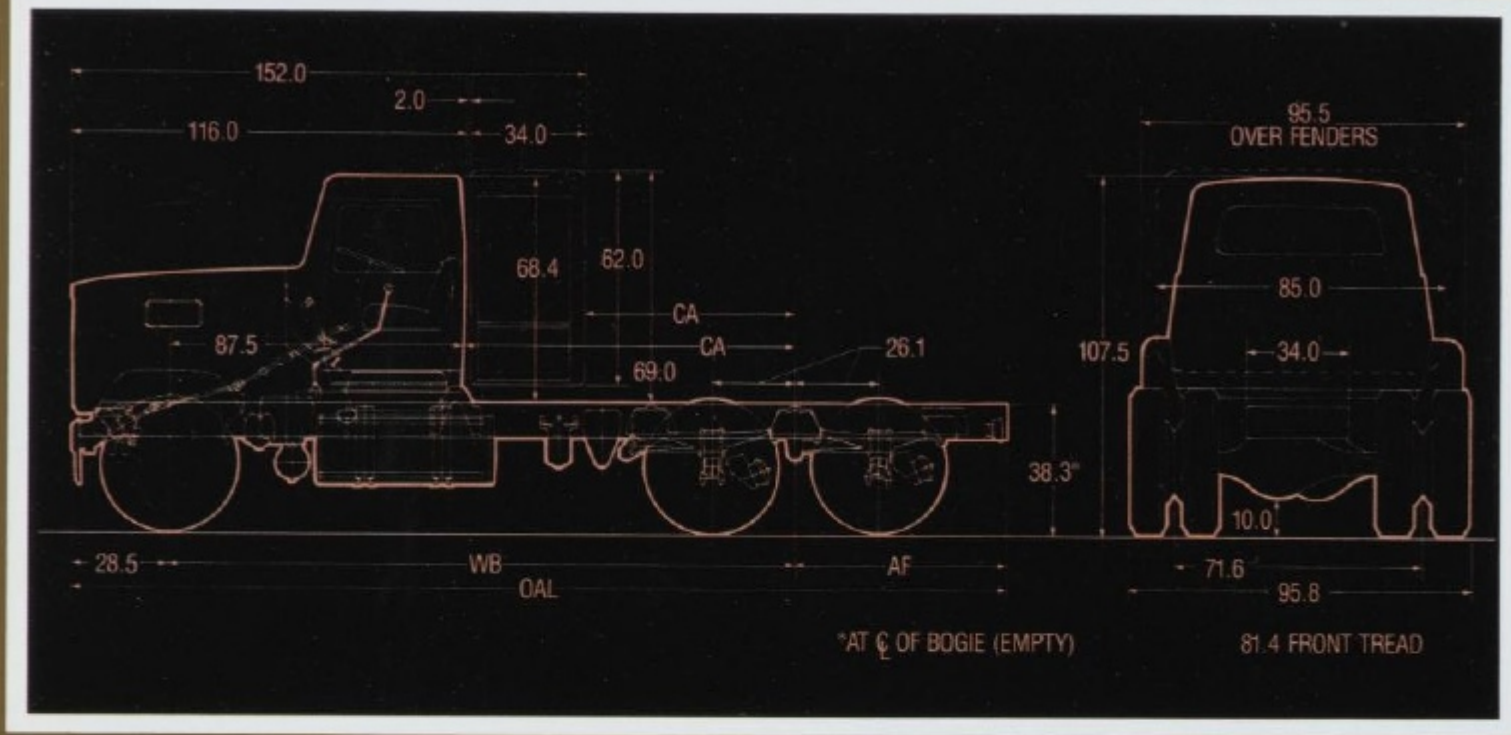
### Cab Equipment Options

Bright grille surround w/standard trim  
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  
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  
Air shield brackets  
Western mirrors — stainless  
— lighted, painted  
— lighted, heated, stainless  
Adjustable steering column  
Steering wheels — 22" w/power steering (std. w/manual)  
— 21" sport (included w/Custom Hi-Level trim)  
— 20" w/manual (std. w/power steering)  
Speedograph and/or tachograph  
Tinted glass all around  
Roof vent  
Air windshield wipers  
Exterior sun visor\*

**Sleeper Compartment\***  
34" aluminum sleeper compartment w/80"x30"x6" innerspring mattress, LH door, heater, vents, and lighting

**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/std. trim

\*Modification Center Installation.  
\*\*PEO.



FORD LTL-9000 DIMENSION — in.

WB	CA w/o SLEEPER	CA w/34" SLEEPER	AF	OAL
174	86.5	—	63	265.5
186	98.5	—	63	277.5
204	116.5	80.5	75	307.5
222	134.5	98.5	75	325.5
246	158.5	122.5	126	400.5

Dimensions are for base models with standard equipment. Special wheelbases available up to 290" (or longer depending on application). Consult your Ford Dealer for details.

### LTL-Chassis Options

**Axle, Front**  
12,000-lb. aluminum  
16,000-lb. steel

**Axle, Rear**  
38,000-lb. Eaton  
38,000-lb. Rockwell w/aluminum carrier  
40,000-lb. Rockwell — steel or aluminum  
46,000-lb. Rockwell or Eaton

**Brakes, Service**  
Front, power disc

**Brakes, Parking**  
Maxi II, MGM

**Frame**  
SM: 15.9, 21.6, 26, 30

**Fuel Tanks**  
65-Gal. dual aluminum  
95-Gal. dual aluminum  
95-Gal. dual aluminum — polished  
120-Gal. dual aluminum

**Steering**  
Power

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

DIESEL ENGINE CHOICES*		SAE Max. Gross Horsepower Rating
Std.	Cummins "Big Cam III" NTC-300	(300 hp @ 2100 rpm)
Opt.	Cummins "Big Cam III" Formula 300	(300 hp @ 1800 rpm)
Opt.	Cummins "Big Cam III" NTC-350	(350 hp @ 2100 rpm)
Opt.	Cummins "Big Cam III" Formula 350	(350 hp @ 1800 rpm)
Opt.†	Cummins "Big Cam III" NTC-400	(400 hp @ 2100 rpm)
Opt.†	Cummins "Big Cam III" Formula 400	(400 hp @ 1900 rpm)
Opt.†	Caterpillar 3406	(400 hp @ 2100 rpm)**
Opt.	Caterpillar Economy 3406	(350 hp @ 1800 rpm)
Opt.	Detroit Diesel 8V92TTA	(365 hp @ 1950 rpm) ++
Opt.†	Detroit Diesel 8V92TA	(440 hp @ 2100 rpm) +

\*All engines available in California version except Economy 3406 and Cummins Formula 350. \*\*California rating 390 hp. + California rating 440 hp. ++ Calif. rating 355 hp @ 1800 rpm. †N.A. with LL.

GVWR† lb.	STANDARD GCWR LL** 80,000 lb./LTL 82,000 lb.		OPTIONAL LTL GCWR up to 138,000 lb. (with appropriately selected components)				Minimum Tires			
	Front	Rear	Minimum Frame Required Highway (Off-Highway)				Front	Rear		
			174 & 186	204 & 222	246					
LL** 29,900	10,860	23,000	Std. (AY)	Std. (AY)	Std. (AY)					
LL** 32,600	11,840	23,000	Std. (AY)	Std. (AY)	Std. (AY)					
LL** 35,000	12,000	23,000	Std. (AY)	Std. (AY)	Std. (AY)					
LTL 44,800Δ	10,860	34,000	Std. (AY)	Std. (AY)	Std. (AY)					
46,000*	12,000	34,000	Std. (AY)	Std. (AY)	Std. (AY)	275R x 22.5G				
48,000*	14,000	34,000	16,000	Std. (AY)	AY (AV)	AY (AV)	11.00 x 022G			
50,000*	12,000	38,000		38,000	Std. (AY)	AY (AV)	AY (AV)	275R x 22.5G		
50,000*	16,000	34,000	16,000	Std. (AY)	AY (AV)	AY (AV)	315R x 22.5J +			
+52,000*	14,000	38,000	16,000	38,000	AY (AW)	AU (AV)	AW (AW)	11.00 x 022G		
+54,000*	16,000	38,000	16,000	38,000	AY (AW)	AU (AV)	AW (AW)	315R x 22.5J +		
58,000*	14,000	44,000	16,000	46,000	44,000	AY (AW)	AU (AV)	AW (AW)	11.00 x 022G	11.00 x 22F
60,000*	16,000	44,000	16,000	46,000	44,000	AY (AW)	AU (AV)	AW (AW)	315R x 22.5J +	11.00 x 22F

† Higher ratings are available depending upon components and application. Consult your Ford Dealer for details.

Δ LTL Standard GVW rating plate. \*Optional GVW rating plate. \*\*PEO  
+ Complete identification 13/75Rx22.5J. +Req. Maxi Parking Brake for tractor service.  
AY = 15.9 SM AU = 21.6 SM AV = 26.0 SM AW = 30.0 SM

In addition to standard equipment, Ford offers a wide range of heavy-duty components from leaders like Eaton, Rockwell and Fuller... you can spec your rig up to 138,000-lb. GCWR. Spec it your way.



# Buy or lease a tough Ford Truck— a great choice either way!

Specifications, descriptions and illustrative material contained herein 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 and 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.



## NOW MORE THAN EVER FORD MEANS BUSINESS IN BIG TRUCKS

Get it together—Buckle up!

FTC-8425 LITHO IN U.S.A. 8/83

FORD LTL-9000

TRUCK OPERATIONS

